



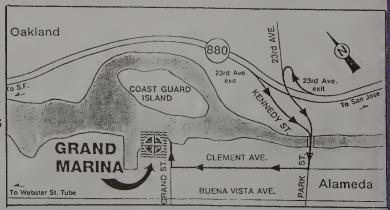
GENTRY-ANDERSON

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- navigation/communication equipment and electrical services
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- hull cleaning and zinc replacement

Leasing Office Open Daily (510) 865-1200 2099 Grand Street, Alameda, CA 94501

John's thought for the month:

"Don't be penny wise and pound foolish in these tough economic times. A few dollars worth of zincs today can save you thousands in underwater metal damage tomorrow. This month you can save an extra 10% on zincs with your haulout at Grand Marina if you bring in this ad"



Take the 23rd Ave. exit off 880 to the Park St. Bridge. Turn right at the first light onto Clement St. Go one mile and turn right onto Grand St. and proceed to the marina.

The Tower Commission

Stockton Sailing Club's annual "South Tower Race" combines the challenges of racing in both the narrow San Joaquin River and the open Bay. Starting at Stockton, rounding a buoy just inside the South Tower of the Golden Gate Bridge and finishing back at Stockton, the 142-mile-long course offers hours of tacking, gybing, trimming, navigating, and staying out of the mud.

Veloce, Ni Orsi and Jim Coddington's Cal 27, is this year's overall winner.

Veloce means speed — and Veloce's Pineapple Sails meant speed on the "South Tower Race." After the first hundred tacks, pointing takes on a whole new significance on the long upwind leg. The downwind leg allows the versatility of the spinnaker to show through. Higher and faster, lower and faster...a tough combination to beat!

Veloce's Pineapple Sails proved themselves fast in all circumstances.

Pineapple Sails — sails so fast even our government wouldn't trade them!



See us in booth #136 at the Fall Boat Show at Marina Village in Alameda.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda • Seabird Sailing Center in Berkeley

We sell used sails as well as new. And we're interested in trade-ins!



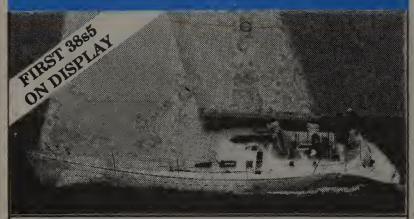
PINEAPPLE SAILS (510) 444-4321

*Powered by Pineapples

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

BENETEAU

Because the Sea Demands the Best



LOA 38'3", Beam 12'10", Draft 6'6", Displ 14,520 lbs. From rod rigging to refrigeration this winner of the 1991 SORC has it all. Easy to handle and beautifully appointed, this speedster has all the comforts and suprise features like marble counter tops, a Sparcraft rig, an elliptical lead keel, and an affordable price!



LOA 35'5", Beam 11'10", Draft 6', Disp. 11,460 lbs.
Standard equipment includes sails, Sparcraft rod rig, refrigeration, battery charger, furling, elliptical keel, Autohelm Tridata, VHF, safety pack, elegant interior and a sailaway price under \$100,000 at the boat show. at the boat show.

LOA 31'0", Beam 10'7", Draft

5'11", Disp. 7,054 lbs.
The perfect family boat that
Dad can race, Mom can cruise,
and even the kids can handle.
A beautiful cherry interior and leading edge design make this rugged new beauty truely special. Don't miss this one!





LOA 35'8", Beam 12'5", Draft 4'2", Disp. 11,243 lbs.

A state of the art cruising machine with furling main and jib, refrigeration, battery charger, anchor windlass, Autohelm Tridata, VHF, separate shower room, swim platform, and an affordable

FIRST - 53f5 • 45f5 • 41s5 • 38s5 • 35s5 • 310 • 265 OCEANIS - 510 • 440 • 390 • 370 • 350

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Beneteau has the only patented BWS lamination system which prevents osmotic blistering. Beneteau provides a full 10-year structural warranty, including a blister warranty, on every boat they build.



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COVER PHOTO: Latitude/Rob Into the valley of heavyweights rode the proud '600': Hank Easom at the Etchells Worlds.

> Graphic Design: Karen Toms Copyright 1991 Latitude 38 Publishing Co., inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal salling audience, 2) be accompanied by a variety of pertinent, infocus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38, P.O. Box 1678, Sausaiito, CA 94966. For more specific information, request writers' guidelines from the above address.

PASSAGE YACHTS BROKERAGE BULLETIN

We will have a large display of brokerage boats at the Alameda Boat Show, September 14 - 22. An excellent opportunity to view a variety of new and used boats in one location.



BAYFIELD 29 cutter. Canadian bluewater pocket cruiser. \$24,900.



ERICSON 35. New engine. Popular Bay cruiser. Very clean. \$34,500.



C&C 41, '84. Beautifully maintained. SatNav, AP, dodger, hydraulics, 10 bags. Race/cruise. \$114,500.



1988 BENETEAU 285. Excellent condition. Furling jibs, Loran, wheel. Best buy, \$39,500.



BENETEAU 38. Unique twin aft cabin layout. Autopilot, Loran, 7 bags, furling jib. \$85,000.



1989 PASSPORT 41. Very attractive updated version of popular Passport 40. Like new. \$195,000.

SAIL BROKERAGE

Marine Marine Marine and Control of the Assessment	annie de
21' MARIEHOLM	
25' CAL	
27' CAL 2-27, diesel	
27' Q'DAY	
27' CAL 27 MKIII	24,900
27' CS, diesel	
28' BENETEAU 285, furl, Lorar	. 39,500
29' BAYFIELD pocket cruiser	24,900
30' SANTANA,	
30' CATALINA	23,500
30' PEARSON, diesel, furling	19,500
32' ISLANDER	31,000
34' PANDA	
34' WYLIE	
34' PEARSON	
35' SANTANA	
35' BREWER CUTTER	
35' NIAGRA	
35' ERICSON	34,500
36' C&C, furling	53,000
36' FREEDOM, 1987	.114,500
36 PEARSON 36,5	64,500
36' PEARSON	85,000
36' S-2 center cockpit	72,900
37' BENETEAU 375, 1986	87,500
37' HUNTER, cutter rig	54,900
37' O'DAY, 1982	59,500
37' TAYANA, 1985	89,500
38' SABRE	. 159,000
38' BENETEAU	85,000
38' MORGAN	61,000
38' FARALLONE CLIPPER	25,000
38' HANS CHRISTIAN T, 1986	. 135,000
40' PASSPORT(2)	142,000
40' BENETEAU IOR one-ton	. 115,000
40' BERMUDA, Hinckley	. 134,000
40' BENETEAU 405, 1989	1.30,000
41' NELSON-MAREK	59,000
41' (&C	. 114,500
41' PASSPORT, 1989	. 195,000
43' MASON	. 125,000
43' CHÉOY LÉE mtr sailr, '89	
43' BENETEAU Oceanis 430 '90	
44' PETERSON, center cockpit.	
44' ALDEN CUTTER	
50' PASSPORT	
51' PASSPORT, center cockpit.	
53' MASON	
54' MAPLE LEAF	.215,000
59' HINCKLEY SOU'WESTER	

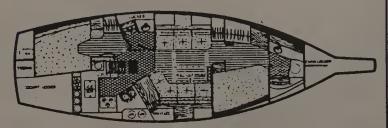


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Eight key features a well designed cruising yacht should have. They're all standard on every Island Packet.

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- 4. Protected Propeller and Rudder: Island Packet's design minimizes fouling or damage.

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 platform provides tangle
 free ground tackle storage –
 always ready for use.
- Value: Rugged
 construction and high
 resale value protect your
 investment.

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cruising comfort!
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On the Harbor - Santa Cruz

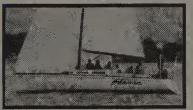
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All Catalinas from the 22 to the 36 offer so much for so little that none of them cost more than the \$100,000 minimum for the tax. Just check out these prices!

<u>NEW 1991</u>			
Catalina 22.	\$11,485	Catalina 30	\$51,600
	\$19,500	Catalina 34	\$74,995
Catalina 27.	33,250	Catalina 36	\$81,495
Catalina 28.	\$42,500	Catalina 42	*\$118,000

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PETERSON 36. Built to Lloyd's standards, she's the finest example of a Peterson 36 we've ever seen. Offered for the individual who can appreciate timeless quality and design. Please, senous inquines only!





KROGEN 42, 1985. A traveller in the true sense of the word. Extremely well balanced-recognized for her high quality in construction. \$175,000. This Krogen cannot be replaced for less than \$260,000 – owner wants offers!

SAIL

SAIT .	
Santana 22, 1973\$ 4	,500
Newport 27\$15	5,500
Ericson 27\$16	5,500
Islander 28, '82 diesel\$22	2,500
Ericson 30\$18	3,500
Cal 31, 1979, low hours on diesei \$31	,500
Cal 2-29, 1976, wheel and diesel \$17	7,500
Wylie 34\$34	1,900
S-2 36\$44	4,500
Santa Cruz 40, no other as clean! \$94	1,000
POWER	
Willard 40, excellent\$125	5,000
Krogen 42, low hours\$175	5,000

WYLIE 34. Lots of upgrades, greal sail inventory and electronics. Originally designed as a performance boat, but has all amenities for crulsing. A great buy at \$34,000.

Our effort to find good, clean brokerage boats has been a little harder in recent months due to strong demand for brokerage boats. We continue to be successful though finding the right boat takes us from LA to Seattle. Our customers too, come from all over Northern California for the service and effort we put into either buying or selling their boat. If you're looking to buy we'll find your boat, if you're looking to sell, we need your clean quality listing for our many buyers.

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(408) 476-5202 There is luxury tax on the Catalina 42 - but not much.

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Latitude 38

"we go where the wind blows"

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CT 48 Perry design 3 stterooms, Galley w/dinette. Bright Moin Salcon, 2 heads - Gen., 6 man liferaft, spinnoker, sailing dinghy. \$140,000



51' MORGAN, '77 3 staterooms, rador, roller furling, dodger, loaded, divorce forces. Sale \$126,500.



45' MULL NZ, '81 Style of a Baltic, performance of a SC 50, Bristol

ABC Yachts will be open and fully staffed during the boat show.

SAIL

55'	CLIPPER SCHOONER, 19	75125,000
51'	MORGAN, 1978	126,500
48'	HANS CHRISTIAN, 1986 .	305,000
45'	MORGAN, 1978	95,000
45'	MULL, 1981	155,000
44'	CSY, 1978	99,500
44'	HARDIN, 1979	99,000
44'	LAFITTE, 1980	139,500



44' LAFFTTE'80 Outstanding bluewater cruiser, will consider trades for RE or smaller boat. \$139,950.

36'	ISLANDER, 1976 3 from 46,000
36'	J, 1981 2 from 69,000
36'	PEARSON, 198585,000
35'	ERICSON32,000
35'	SANTANA39,500
34'	HUNTER, 198349,000
33'	GUERNEY alum 56,000
33'	HUNTER, 197929,000
32'	ARIES, 19813 from 30,000



36" OCEAN, "88 Twin 3208 Cat turbos. \$134,900.

57' CHRIS CRAFT189,000

BLUEWATER, 1981 160,000

BLUEWATER, 1984.139,000/offers

DEFEVER185.000

CHRIS CRAFT, 1960115,000

ALBIN, 1980155,000

DUTCH BARGE, 1950 64,500

CAL FB, 1984.....185,000

POWER



B&G electronics. Ready to go onywhere. \$127,000.

	,	
44'	MARTIN BROTHERS, 195	156,000
43'	Hans Christian, '77 2 from	n 125,000
41'	FREEPORT, 1976	89,500
41'	FREEPORT, 1978	73,900
41'	MORGAN	78,000
41'	RHODES, 1966	60,000
40'	RHODES, 1939	22,000
40'	C&C, 1981	95,000
40'	MOTIVA STL PH, 1981	85,000
40'	VALIANT, 1978	
40'	WORTH, 1984	99,500
39'	CAVALIER	





46' STARRATT CUTTER 2 staterooms, teak dcks, cold plate refridgerator, radar, A/P, dodger, roller furling, main jib, beautiful interior. \$110,000.

We have the BEST ISLANDER 36 available.
With radar, outopilot, dodger, roller furling: Like new.



*****		000000000000000000000000000000000000000
30'	ERICSON, 1986	45,000
30'	ISLANDER	2 from 20,000
30'	PEARSON 303	48,000
29'	ISLANDER, 1968	19,000
27'	LANCER, 1984	24,500
23'	STONEHORSE C	UTTER 15.900



ERICSON 34, '88 Low hours, like new condition, lots of extra gear. \$84,000.



43' PRESIDENT, 1983

41' CANOE COVE '80 Exceptionally Spacious, flush deck, 3 stateroom interior, Rodar, Loran, New engines, separate showers. \$125,000.



52' CHEOY LEE, M.S., '82. Twin Lehman dsls, Gen, SatNav, WeFax, Benmar 210, 3 staterms, 2 heads w/showers, washer/dryer. \$238,000.



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CA, 94965

88			
	42'	CALIFORNIAN, 1986	211,000
	42'	UNIFLITE, 1984	169,000
	40'	CRUIS-A-HOME, 1975	58,000
	40'	SILVERTON, 1983	119,500
	37'	HERSHINE	61,000
	36'	SEDAN TRAWLER, 1983 .	66,000
	35'	GOLDEN GATE, 1979	59,500
	32'	CARVER	94,500
	32'	UNIFLITE, 1979	57,400
	31'	CRUIS-A-HOME	39,000
	30'	WILLARD, 1974	40,000
	28'	SEA RAY	44,000



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WE'LL BE
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This is your chance to participate and expose your boat to thousands of buyers.

During the Spring Show we wrote offers on all the boats we displayed. Just a few slips remaining. Don't be left out!

Call today for details on placing and selling your yacht in this years hottest event!

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Drastic reduction/Let's see offers

33' VANGUARD\$29,900

Good condition/ready to cruise





32' FREEDOM\$64,900 Custom interior/enclosed aft cabin





38' SABRE\$175,000 45' EXPLORER\$99,000 Virtually new boat/offshore equipped Center cockpit bluewater voyager



THE AFFORDABLE LINE-UP

Elite 29, Pearson 10M, Ranger 33, Valiant 32 – All of these are great for the Bay or those coastal hops & beyond. All have dsls & are priced to sell. Look at one or all four-make your choice. \$29,500 to \$39,500.

BROKERS CHOICE

	21	CONDI
201	FLICKA	29,950
24"	WAVELENGTH	12.500
27'	SANTA CRII7	13 900
28'	NEWPORT	2 from 12,500
28'	BRISTOL CHANNEL CTR	68,950
29'	ERICSON	2 from 16,500
291	ELITE	
30'	BRISTOL	30,000
30'	FREEDOM	
30,	ERICSON 30+	36,000
30'	CATALINA	New Listing
31'	MARIAH	
32'	VALIANT	39,500
32'	WESTSAIL	2 from 43,000
32'	CHEOY LEE	34,900
33'	ROUGHWATER	39,900
33'	SOVERAL RANGER	39,900
33'	RANGER	29,500
33'	PEARSON 10 METER	36,950
33'	CUSTOM STEEL	55,000
33,	HUNTER	28,500
34'	HANS CHRISTIAN	69,500
34'	HUNTER	
35'	(&(
35'	RAFIKI	
35'	BREWER	
35'	HUNTER LEGEND	
36'	NAUTILU5	75,000
36'	SABRE	110,000
36'	ISLANDER	39,500
37'	PETERSON	
38'	LANDFALL	
38'	SABRE	175,000
40'	CHEOY LEE OFFSHORE	40 /4,500
41'	KING5 LEGEND (2)	59,900

1'	CORONADO	49,900
11	FREEPORT	84,500
1"	MORGAN 01	
2'	TAYANA	
3'	PETERSON "Scarlett O	'Hara" 49,000
3'	YOUNG SUN	
4'	5WAN	
4'	\$85	62.000
4'	PETERSON	2 from 99,900
5'	RHODES	
5'	NEW ZEALAND MULL.	
5'	CORONADO	
5'	COLUMBIA	
5'	EXPLORER	
5'	LANCER	
7'	STEVENS	
8'	σ	
Į,	PASSPORT	
51	5WEDE	
7'	5PAULDING	
5'	MOTORSAILER	395,000

Desperate Sellers Box

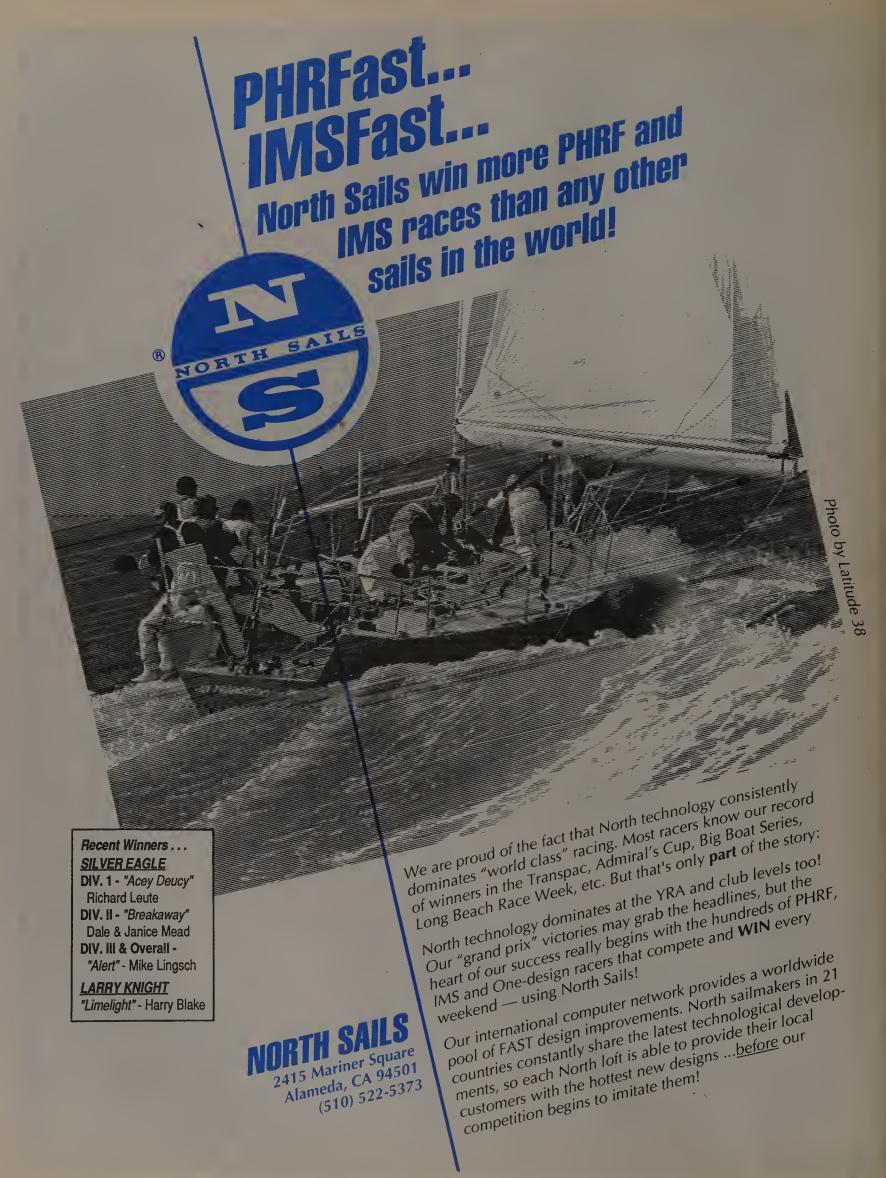
27' ERICSON 30' ODYSSEY 33' HUNTER 35' FORMOSA 35' RAFIKI

These sellers have reduced their prices and need to sell. Will listen to all offers. Mail it in, call it in or came in. We'll listen.

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CS 36. Clean! New Roller Furl. Low Hrs. Great Bay & Coastal cruiser. Fast!

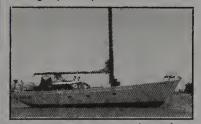
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September 1,2,11,21 & 25 — Bay Model in operation. Worth a visit if you've never seen this scientific tool in action. Bay Model, 332-3871.

September 4 — Coastal Navigation Seminar by Richard Winter at Stockdale Marine Theater (Sacramento); 7 p.m.; free. For more info, (916) 332-0775.

September 7 — Sixth Annual Race to Preserve Historic Ships. Over 40 offshore powerboats will rev it up for a good cause: to build awareness and raise money for the preservation of San Francisco's historic ships. See Sightings. Bob Garzee, (408) 354-3577.

September 7 — Reunion and Raft-Up of graduates of the College of Alameda's classes in piloting and navigation. For location and other details, call Sam Crabtree, 372-0144 or 427-2320.

September 7 — Nautical Flea Market at Encinal YC. New and not-so-new marine gear, nautical crafts, food and drinks; 7 a.m. for sellers; 8 a.m. for buyers; Skip Cooper, 769-0221.

September 7-8 — Open Boat Weekend at Marina Village. For details, call 521-0905.

September 9 — Coastal Piloting Course offered by Flotilla 22 of the U.S. Coast Guard. Held at Coast Guard Island on the Oakland Estuary, this is the first of a dozen Monday evening meetings. Nominal charge for books and charts. Lynn Louden, 530-4457.

September 9 — ESPN America's Cup program; 7 p.m., we think. Check the TV guide.

September 11 — College of Alameda 'Coastal Piloting' classes begin. COA, 522-7221.

September 13-15 — Westsail Rendezvous at La Playa Anchorage in San Diego. Dennis Klempel, (619) 523-0814.

September 14-22 — Northern California Fall In-the-Water Boat Show at Marina Village Yacht Harbor (Alameda). The Bay Area's oldest, biggest and arguably best boat show. Northern California Marine Association, 292-3210.

September 19 — Ocean Yacht Racing Association (OYRA) General Meeting at Berkeley YC; 7 p.m.; Don Lessley, 892-6534.

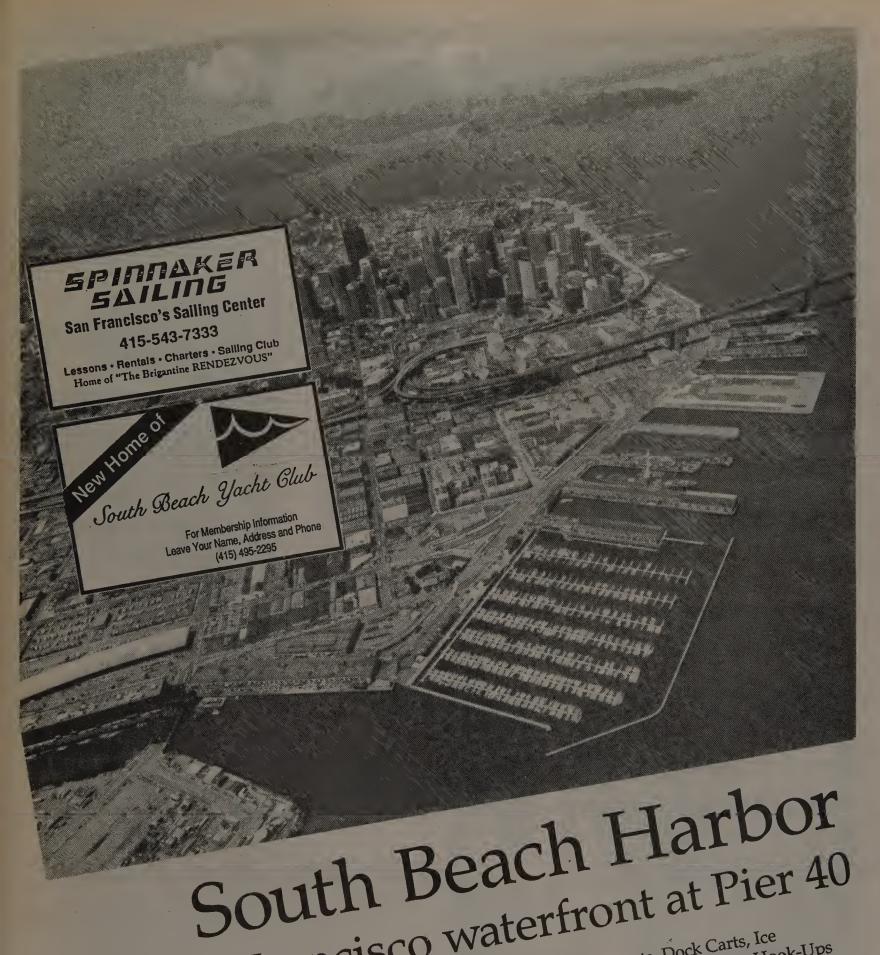
September 21 — Third Annual Wooden Boat Festival. Flea market, racing, concours d'elegance, mini-seminars, sea chanties and refreshments. Sponsored by the Bay View Boat Club and the Mariposa/Hunters Point YC. The fun starts at 8:45 a.m. and continues all day; admission is free. Allen Gross, 826-4956.

September 21 — Clean the Bay Day. Part of the statewide Coastal Clean-Up Day, 9 a.m. til noon. Organized by the Center for Marine Conservation in conjunction with the California Coastal Commission. See Sightings; details vary with region; call 1-800-COAST-4U for more.

September 22 — Autumnal Equinox.

September 28 — West Marine Products' Biannual Marine Flea Market in the parking lot of the Sausalito store (295 Harbor Drive). 8 a.m. until 3 p.m.; Bobbi or Rann, 332-0202.

September 28, 1891 — Exactly 100 years ago, author Herman Melville died in New York City at age 73. Following on the heels of his earlier popular travel/adventure novels such as Typee (1846), Omoo (1847) and White Jacket, Melville published the epic novel Moby Dick in 1851. It was originally written as another whaling documentary/travelogue, but fortunately for the literary world. Melville met fellow wordsmith Nathaniel Hawthorne just before he completed the book. Nat inspired Herman to rewrite the story, and the resulting masterpiece is one of the most complex and significant books ever published. The novel, however, was largely misunderstood and panned by critics and readers alike. Melville's career hit the ditch from there — his friends wrote him off as 'eccentric', his enemies said he was 'mad'. At his death, he left behind an unpublished manuscript, the now-famous Billy Budd. That well-received short novel was published in 1924, kicking off a Melville revival that ultimately recognized the author as a genius and Moby Dick as his



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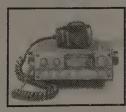
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September 28-29 — Cal 29 Association Raft-Up at Angel Island's Ayala Cove. Doug Clark, 964-0912.

October 2 — Latitude 38 Mexico-Only Crew List Party at Sausalito Cruising Club; guacamole and cervezas from 6-9 p.m.; see Sightings for more; call us at 383-8200 if you're still confused.

October 4 — Free slide-illustrated program about chartering in the Hebrides Islands of Scotland. Clayton Williams will make the presentation; Stockdale Marine Theater (Sacramento); 7:30 p.m.; (916) 332-0775.

October 5-6 - Morro Bay Harbor Festival. Info, (805) 772-

October 5 — San Francisco Seven Seas Cruising Association's Annual Cruising Party. Coyote Point YC; 1 p.m. kickoff; for further details, call Ginger Gardner. (408) 296-7406.

details, call Ginger Gardner, (408) 296-7406.

October 12 — Fleet Week begins with the Parade of Ships, followed by the ever-popular Blue Angels at one o'clock. For the full schedule of events, call 395-3928.

October 12-13 — Vintage Boat Show at the Bay Model Visitor Center in Sausalito. Big and little wooden ships, entertainment, food and drink, nautical art and skills demonstrations. Sausalito Tall Ship Society; Ed Griggs, 332-3871.

October 19-20 — Freedom Yachts Rendezvous. Helms Yacht Sales, (510) 865-2511.

October 19-20 — NorCal Youth Sailing Association Regatta/ Symposium at Coyote Point YC. Patrick Andreasen, 457-9374.

October 24-26 — SAMS (Society of Accredited Marine Surveyors) annual meeting and continuing education seminar in San Diego. SAMS, (800) 344-9077.

Racing

August 30-Sept.2 — Audi/Sailing World San Francisco NOOD Regatta. Primo one design racing for 8 classes: J/24 & 35, Olson 25 & 30, SC 27, Express 27, Hawkfarm and Santana 35. Doubles as the Nationals for O-25s, SC 27s and Hawkfarms. StFYC, 563-6363.

August 31-Sept. 1 — 41st Tomales Bay Regatta hosted by Santa Rosa Sailing Club. Jim Draeger, (707) 576-1768.

August 31-Sept. 1 — 42nd Mercury Labor Day Regatta in Carmel Bay, hosted by Stillwater YC.

August 31-Sept. 2 — Redwood Regatta, sponsored by Humboldt YC at Big Lagoon (35 miles north of Eureka). Two days of racing, free camping and launch, barbecues, etc. "It's kind of like Baja in flannel with lots of steady wind," says organizer John Bradley. "Call me at (707) 443-2816 for a personal pep talk."

August 31 — Jazz Cup, a downwind race from the Central Bay to the funky, historic town of Benicia. Stick around for the Benicia Jazz Festival that weekend, or take off into the Delta. Sponsored by South Beach and Benicia yacht clubs. Call SBYC (495-2295) for entry forms.

September 4-7 — Catalina 27 Nationals at Richmond YC. Four Olympic Circle races and a distance race; dinner and annual class meeting on Sept. 6; Gary Hausler, 522-7053.

September 6-8 — Soling Pacific Coast Championship. Six races in the vicinity of the Olympic Circle. San Francisco YC; Kevin Reilly, 388-0116.

September 6-13 — Rolex International Women's Keelboat Championship. The fourth running of this prestigious event, once again to be sailed in J/24s out of Ida Lewis YC (Newport, RI). Mary Johnstone, (401) 849-6229.

September 7 — South Bay Yacht Racing Association race #7. Coyote Point YC; Ed Rank, 436-6900 (w).

September 7-8 — Monterey Plaza Cup Regatta, aka the 'Bill Lee Regatta'. This year, the invited classes are Santa Cruz 70s, 50s, 40s and 27s. Fast is fun! Sponsored by the Monterey Peninsula YC and the Monterey Plaza Hotel; Dave Morris, (408) 384-8359, or Harvey

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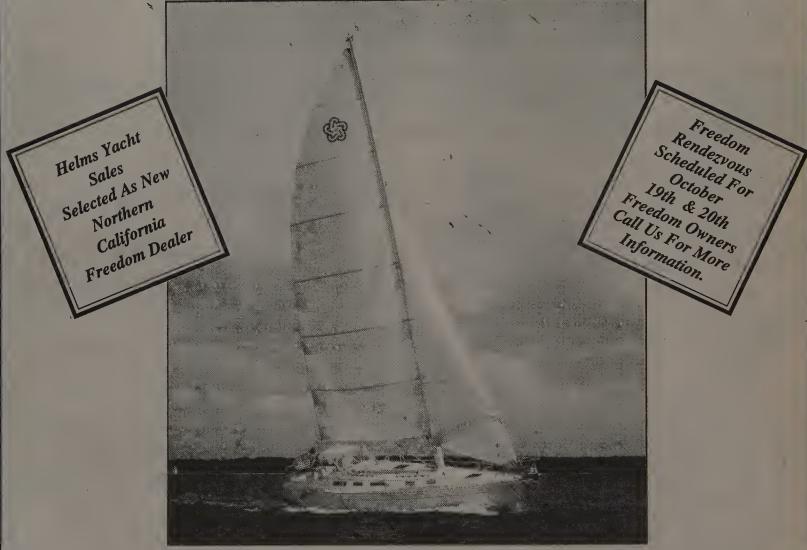
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48' C&C LANDFALL '80 reduced 99,000
51' BALTIC, 1982
POWER 435,000
34' 5EAHOR5E, '84 trawler, mot 69,995
SAN MATEO CA QUADI

1966 COYOTE POINT DR., SAN MATEO.

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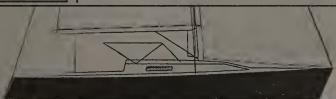
- This boat has given me the most sailing pleasure ever."

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- Stable with unique swing wings in folded position
- Easily docked with unique swing wing design
- Attractive, spacious interior
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BAY AREA ONE DESIGN HEADQUARTERS

SAIL	
24' Captiva '86	12,000
24 J-24, 80	11,000
* 24' J-24, '79	
* 24' J-24, '84	
25' Santana 525	
26' Capo Bay, '84	20,000 *
* 26' Ranger, '71	7,600
27' J-27, '85	
* 27' Catalina, '72	
* 27' Express	
28' J-28C, '87	
* 29' J-29, '83	
30' J-30, '81	29,000
30' J-30, '79	
30' Columbia, '77 .	
30' CS, '86	
* 30' Catalina,'77	
20' Custom Mull	

32' Ericson, '70 21,000 33' Farr, '8445,000 33 Chaser, 76 19,500 33' Chita, '7837,950 33' C&C, '7635,000 33' Nauticat, '85 90,000 34' Catalina, '87 60,950 34' Express, '88 84,950 35' J-35, '84 69,500 35' Pretorian '82 79,500 35' Santana, '7932,500 35' Santana, '7938,500 35' Santana; '80 43,500 36' C&C, '8153,000 36' J-36, '8155,000 36' Morgan, '73 39,000

36' Pearson 365 69,000

36' Islander . 2 from 45,000

36' C & C, '8153,000

38' Soderberg, '85 .. 39,000 38' Challenger '63 .. 49,500 40 Farr, '8575,000 40' Wilderness 64,500 42' Baltic, '82 298,000 43' Slocum, '85 197,000 * 44' J-44, '91 359,000 44' Peterson, '75 .. 120,000 51' Morgan, '76 159,500

24' SeaRay Sport ... 17,500 26' Cruisers, '88 38,500 31' Bertram, '66 65,000 34' Nautiline, '73 22,500 36' Marine, '78 59,750 38' Chris Craft '63 .. 45,000 40' Cruise-A-Hm 42,500 43' Sportfish, '81 150,000



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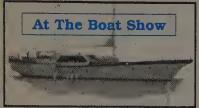
COME SEE US! 2415 Mariner Square Drive, Alameda, CA 94501

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82-FT. BROOKES M.S. "Vagrant Sea". Magnificent World Cruising Ketch launched in 1980, major overhaul in 1988 Derecktons, like new. \$965,000.



OCEANIC 36. Rebuilt engine, new canvas and cushions, dodger, liferaft, LPU hull. \$65,000.



CREALOCK 37



ERICSON 28



JEANNEAU 42



JEANNEAU 51



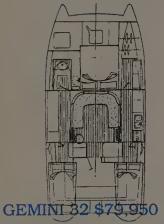
JEANNEAU 44

These Prices Are For Boats In Stock ONLY

	RETAIL	SALE	SAVE
JEANNEAU 51	534,903	399,500	135,403
JEANNEAU 44		SOLD	
JEANNEAU 44	295,177	199,500	95,677
JEANNEAU 42	258,166	169,950	88,216
JEANNEAU 37	160,368	109,950	50,418
JEANNEAU 36	147,957	104,950	43,007
FREEDOM 45		SOLD	
FREEDOM 45	337,830	307,830	30,783
CREALOCK 37	174,434	167,667	7,667
ERICSON 34	124,950	119,950	5,000
ERICSON 34		SOLD	
ERICSON 28	53,364	39,950	13,414

See Nor Cal Yachts' Display at the Alameda Boat Show September 14 - 22

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The Moorings has chosen these magnificent Cats as the charter boat of the 90's. Call for details on placing a Lagoon in charter — Caribbean, Tahiti, Polynesia and other locations.

GEMINI 32 \$75.950				
SZ MAKE 25' CAL 2-2 * 26' CHRYS		YR '80 '77	PRICE 13,875 14,950	
27' SANTA	CRUZ	'78	11,500	
27' C&C 27' ORION		'73 '80	17,950 SOLD	
* 28' CAPE D	ORY	'78	SOLD	
28' ISLAND	ER	'77	21,900	
* 28' O'DAY		'79	18,500	

26'	CHRYSLER	'77	14,950	
27'	SANTA CRUZ	'78	11,500	
27'	(&('73	17,950	
27'	ORION	'80	SOLD	
28'	CAPE DORY	'78	SOLD	
28'	ISLANDER	'77	21,900	
28'	O'DAY	'79	18,500	
28'	ERICSON	'81	27,900	
29'	CAL 9.2	'81	24,950	
30'	BRISTOL	'73	29,750	
30'	ERICSON	'83	34,950	
30'	ERICSON	'84	36,500	
30'	FISHER P/H	'78	59,500	
30'	FREEDOM	'87	59,500	

25,950

GEMINI

PACIFIC SEACRAFT

		San a sec	434 1 1 3 4 4	
32'	ERICSON	'89	76,950	
32'	JEANNEAU	'85	54,950	
33'	RANGER	'78	38,750	
33'	(&('85	59,500	
34'	ERICSON	'88	77,950	
34'	HUNTER	'86	62,500	
35'	CORONADO	'72	29,500	
35'	HUNTER	'90	69,500	
35'	(&('75	SOLD	
36'	(&('80	53,000	
36'	CHEOY LEE	'69	49,750	
36'	ISLNDR FREEPORT	'79	SOLD	

×.:	* 36'	ERICSON (cruising)	'78	S
	36'	OCEANIC	'79	65,0
		CREALOCK	'80	109,
		TAYANA	'77	78,0
		ERICSON (2) FREEDOM	'82 '89	74,9 119,0
			1	
	-			
	M	4 4 7		

'75 SOLD '80 53,000 '69 49,750 '79 SOLD	17	
VOF	R'C	AL

LAGOON	42	by	Jeanneau
\$	335	5,0	00

38'	PEARSON 385	'84	99,950
38'	CABO RICO	'81	94,500
40'	SANTA CRUZ	'82	85,000
40'	VAN DE WEILE (steel)	'76	75,000
40'	CHEOY LEE	'72	69,500
* 41'	ISLNDR FREEPORT	'78	73,500
* 41'	JEANNEAU	'87	119,750
41 ^r	CHEOY LEE	'65	87,000
42'	MORGAN	'71	36,900
45'	JEANNEAU	'85	174,950
45'	JEANNEAU	'85	149,000
48'	JEANNEAU/TRINIDAD	'81	147,500
48'	SWANSON'FERRO	'79	41,500
56'	DIANA (MULL)	'85	395,000
82'	BROOKE	'80	965,000

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ERICSON

JEANNEAU

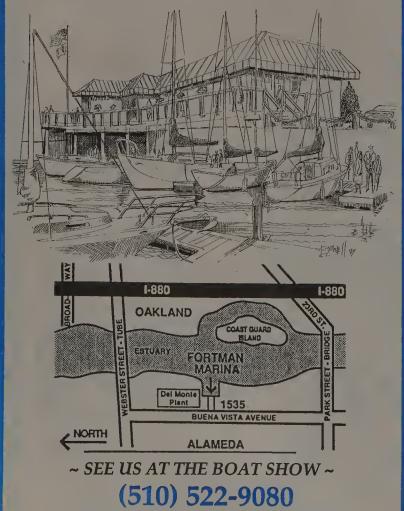
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ALAMEDA, CA 94501

CALENDAR

Kilpatrick, (408) 624-1234.

September 8 — San Francisco Perpetual Challenge Cup, the oldest match racing series on the West Coast. San Diego YC will challenge with *Harmony*, a N/M 55; StFYC will defend with Sy Kleinman's Frers 58 Swiftsure. One race only, sailed under the still-mysterious IMS rule. StFYC, 563-6363.

September 12-15 — Big Boat Series. Sleds, 50s, IMS, FIMS, J/35s and Express 37s. Mt. Gay Rum will sponsor the party Friday

night. StFYC, 563-6363.

September 14 — Jim Ong Ocean Triangle. YRA, 771-9500.

September 21-22 — Jim Ong Memorial Regatta for Cal 20s and 2-27s, featuring an 'all-you-can-eat spaghetti feed' Saturday night.

Richmond YC; Steve Wonner, 521-3364.

September 21-28 — International One Design (IOD) World Championship at San Francisco YC. A fixture on the Bay since 1953 (Lon Price had the first one), the graceful IODs are still going strong. Sailors from as far away as Bermuda, Norway and the East Coast will sail in this round-robin competition, dedicated this year to the memory of three-time IOD world champion Jake Wosser. Susan Rawson, 882-5114.

September 22 — Fremont Sailing Club Fall Series on Lake Elizabeth. Three 'friendly' races for FJs, Lidos and El Toros. The series continues on 9/29, 10/5 and 10/20. Joe Doering, 793-5578.

September 24-28 — USYRU Adams Cup Finals for the U.S. Women's Sailing Championship. Held in Solings out of the Corinthian YC; Linda Corrado Roy, 435-8044.

September 25-29 — Fourth Rolex Swan California Regatta, held for the first time at St. Francis YC. Co-sponsored by Rolls Royce cars and Ruffino wine. StFYC, 563-6363.

September 28-29 — Ericson 27 Regional Regatta hosted by Ballena Bay YC. Info, (408) 736-5940.

October 4-6 — Santana 35 Nationals. Dick Pino, 523-9411 (w). October 5 — Junior Waterhouse Race, the last ocean race of the year. Richmond YC will fire the guns; YRA, 771-9500.

October 5 — Sixth Annual Hans Christian Regatta at Encinal YC (rescheduled from last month). Jeanne Mueller, 521-5636.

October 5-6 — Watts Trophy: owner/driver sled wars at the Los Angeles YC. ULDB 70 Association/Tom Leweck, (213) 454-4455.

October 11-13 — St. Francis YC International Masters Regatta. J/24 racing on the Cityfront for older and wiser sailors. Don Trask, 522-0545

October 12-13 — Second Annual Ballena Bay YC South Bay Challenge. Three races for individual and yacht club honors. BBYC, 523-BBYC or Bob Flaherty, 748-0600.

October 12-13 — Berkeley YC 4th Annual Nimitz Interclub team Races. Yacht clubs can enter as many 3-boat teams as they wish; each team must rate 450-500 under the PHRF rule; 5 races, no throwouts. Bobbi Tosse, 939-9885.

October 12-13 — All Islander & J/30 Regatta at Tiburon YC. Ed Perkins, 285-2404 (w) or 389-1715 (h).

October 19 — Jessica Cup, a 'Master Mariners' type event hosted by StFYC, 563-6363.

October 19-20 — Hot Tuna Rally for Santana 35s. Three races hosted by the Encinal YC; racers and cruisers invited. Byron Mayo, 521-2356.

October 19-20 — ODCA Champion of Champions Regatta at StFYC. Modified format (probably 3 races) and a return to a fall venue. Bill Murphy, 675-2836.

October 19-20 — First Annual 'Runga-Cutta' Race from San Francisco to Half Moon Bay. Sponsored by Sierra Point & Half Moon Bay Yacht Clubs; for race packet, contact Jim Lee, 856-2815.

October 26-27 — Great Pumpkin Regatta. Richmond YC, 237-

2821.

October 30 — Last of five 1991 International 50 Footer regattas, this one at Muira, Japan.

November 15-16 — Long Beach to Cabo San Lucas Race. Two

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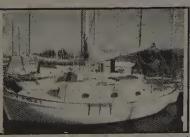
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Galf P/H 27', 29', 32' & 39'



52' TAYANA **CUTTER**, 1990 4 Bedrooms, Unlimited view in all directions. A blend of beauty, comfort and hi-tech. Reduced to \$279,000



25' PACIFIC SEACRAFT, 1977. Rugged full-keel double-ender, diesel. Clean, ready to cruise, surveyed 2/91. Asking \$16,900.



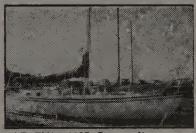
44' PETERSON, 1978. Aft cabin cutter. Loaded with top-of-the-line equipment and amenities, even washer/dryer. Yacht is in excellent order.
Asking \$109,000.



GARDEN PORPOISE, Ketch, 1973. Classic lines, bristol condition, heavily constructed for offshore cruising. Asking \$132,000.



37' TAYANA CUTTER, 1977. Beautifully groomed; traditional warm teak interior. Asking \$74,500



39' FREYA, 1985. Outstanding ocean-going vessel built and berthed in Bay Area. Asking \$67,000.



29' GULF PILOTHOUSE 1991. Still in PEARSON 365 KETCH, 1979. Surveyed warranty. Customized interior, furl jib 6/90; yacht in great shape. Asking (North), H/C water, complete electronics. Sailaway \$45,000.



equipped and refitted deep water cruiser. Classic lines and comfortable interiors. Asking \$89,000.



41' ISLANDER FREEPORT, 1977. Bristol example of this well known cruising boat. There are lots of these around but this is the nicest. Asking \$81,000.



40' WORTH, 1984 Sloop. Rigged racer/cruiser. Teak interior. British design. Asking \$90,000.

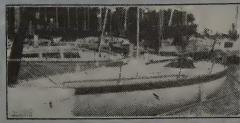


	SELECTED SAILBO	JA	Į BKOKEKAGE
28'	NEWPORT II, '81 17,500	36'	PETERSON (custom) sloop 79,000
30'	PEARSON, '73, new engine 22,000	37	RASMUSSEN (diesel) '29 49,000
30'	PEARSON FLYER, '80"	37	STEEL SWEDE ketch, '68 59,000
29"	ERICSON, '7418,000	38'	ERICSON, '8267,000
30"	PEARSON 303, '85	38'	C&C LANDFALL, '7968,000
32'	ISLANDER	40"	C&C SLOOP, '8195,000
32"	COLUMBIA (9.6M), 79 29,000	40'	WORTH sloop, '8490,000
32"	BENETEAU, '8139,500	40'	STEEL BELGIAN ketch, '76 Offers
33"	HUNTER2 from 25,000	40,	CHALLENGER, '7358,000
	SWIFT (custom) sloop, '79 49,000	41'	MORGAN O/I 2 from 55,000
	HUNTER, '84 25,000	41'	CORONADO, 72 asking54,000
34'	BENETEAU, '88	43'	GARDEN ketch, '7799,000
35"	CORONADO, '7229,900	42'	HALLBERG RASSY, '83 189,000
351	FANTASIA sloop, '7769,500	45'	COLUMBIA Plthse ktch, 71.115,000
35'	SANTANA	53'	ROBERTS STEEL ketch, '80 . 135,000
35'	HALLBERG RASSY, '76 39,000	55'	CUSTOM ENG. ketch, '37 99,500
36"	MORGAN, '84 59,000	60'	GAFF cutter, 191195,000

SORRY!

NO FANCY HEADLINE THIS MONTH. JUST GREAT DEALS!

CRUISER/RACERS



YAMAHA 25 MKII

This sporty, high performance sailboat is well equipped.
(i.e., mylar blade, autopilot)
\$12.500.

HAWKFARM 28

A popular one-design class in the Bay. This boat is in fantastic condition. \$19,750.



WE WANT YOUR BOAT!

Due to a very successful spring/summer, we desperately need more boats for waiting buyers. We can offer berthing for special boats and can expose all central listings nationwide through the BUC net computer system. Let us work for you.

CRUISING

CATALINA 27

1983. Great opportunity exists here for a first time boat owner. Needs a little T.L.C. inside. Only \$16,900.





RAFIKI 37

Arguably the best offshore cruising sailboat available! Loaded with equipment and ready to go. \$67,500.

GIB SEA

It is hard to imagine . . . Immaculate! Loaded and Reduced to \$139,500.



RACING	
Young 28 ULD	B ('89)\$37,000
J-29 ('83)	\$25,000
	\$36,500
	\$110,000
	4)\$195,000
	\$425,000

CRUISER/RACERS		CRUISING
Elliatt 33 ('87)	\$68,950	O'Day 28 ('82).
Young 34 ('88)		Morgan 33, lyba
Farr 34 3 from		Hunter 35 ('89) .
Peterson 36, Immac		Clark 45, classic
Farr 44 ('84)	250,000	Salthouse 53
Davidson 56 (188)	Offers	Clark 72 ('87)



Dealers For Davidson 42 I.M.S. and





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CALENDAR

starts for IOR, SCORA and PHRF boats. The finish line has been changed this year: rather than crawl the last few miles to the Arches, the race will end at Cabo Falso. Hosted by Long Beach YC; Race Chairman Roby Bessent, (213) 434-5711.

Beer Can Races

BERKELEY YC — Friday Night Series (through September 27). Absolutely free. Paul Kamen, 540-7968.

CORINTHIAN YC — 17th Annual Friday Night Series (every Friday through September 6). Fred Borgman, 435-2777.

ENCINAL YC — Summer Twilight Series (9/6, 9/20, 10/4). John Hughes, 523-7132.

GOLDEN GATE YC — Series II (9/6). GGYC, 346-BOAT. ISLAND YC — Summer Series (9/13, 9/27). Lynette Harter,

378-2552 (work).

OYSTER COVE MARINA — Tuesday Night Beer Can Series (every Tuesday night through the end of October). Dick Timothy,

OYSTER POINT YC — Friday Night Series (9/27). Lynda Malloy, 952-7403.

RICHMOND YC — Wednesday Night Beer Can Races (first and third Wednesday of the month through September). Harris Lavine, 237-6180.

SANTA CRUZ — Wet Wednesdays, the quintessential (and free) NorCal beer can series. Dave Wahle, (408) 476-5629.

SAUSALITO CRUISING CLUB — Friday Night Late Series (9/6, 9/20, 10/4) John Ruffino, 234-2152.

SAUSALITO YC — Sunset Series, second half (9/10, 9/24). Penny Dudley, 332-7400.

SIERRA POINT YC — Friday Night Series (9/13). Steve Sears, (408) 725-1866.

TIBURON YC — Friday Night Races (through 9/13). Free racing; cheap BBQ afterwards; 6:30 first gun. Mike Hauser, 924-7132.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

September Weekend Currents

<i>'</i>				
date/day	slack	max	slack	max
8/31 Sat	0019	0315/2.7F	0641	0902/2.1E
	1144	1505/2.3F	1752	2128/4.1E
9/01Sun	0127	0423/2.6F	0757	1001/1.7E
	1241	1604/2.0F	1849	2229/4.1E
9/02Mon	0241	0541/2.6F	0915	1109/1.4E
	1402	1713/1.9F	2000	2336/4.2E
9/07Sat	0032	0340/4.9E	0725	1025/4.2F
	1330	1612/3.7E	1934	2231/3.8F
9/08Sun	0128	0425/4.8E	0807	1105/4.1F
7 7 7 7 7 7	1406	1654/4.2E	2022	2319/4.0F
9/14Sat	0035	0331/2.7F	0656	0859/1.7E
	1221	1509/1.8F	1800	2119/3.5E
9/15Sun	0139	0443/2.3F	0803	0957/1.3E
	1326	1611/1.5F	1858	2216/3.2E
9/21Sat		0301/3.6E	0651	0949/3.1F
	1250	1524/2.9E	1900	2150/2.9F
9/22Sun	0045	0337/3.7E	0723	1018/3.2F
	1320	1600/3.4E	1937	2229/3.2F
9/28Sat		0208/3.3F	0538	0756/2.3E
	1044	1353/2.4F	1634	2012/4.6E
9/29Sun	0004	0305/3.1F	0642	0850/1.9E
	1136	1446/2.1F	1726	2109/4.4E



1992 TRANSPAC SEMINAR SERIES

Join the Singlehanded Sailing Society for this year's seminar series to prepare for short-handed Bay and Ocean racing. These free programs will be held at the Oakland Yacht Club on the second Wednesday of every month, October through June, from 7:00 pm to 9:00 pm.

October 9th:

Preparation

November 13th:

Sails

December 11th:

Self-steering & Emergency steering

January 8th:

Electronics/Communications

February 12th:

Safety Equipment

March 11th:

Rigging & Emergency Repairs

April 8th:

Medicine & Food

May 13th:

Weather & Navigation

June 10th:

Panel Discussion

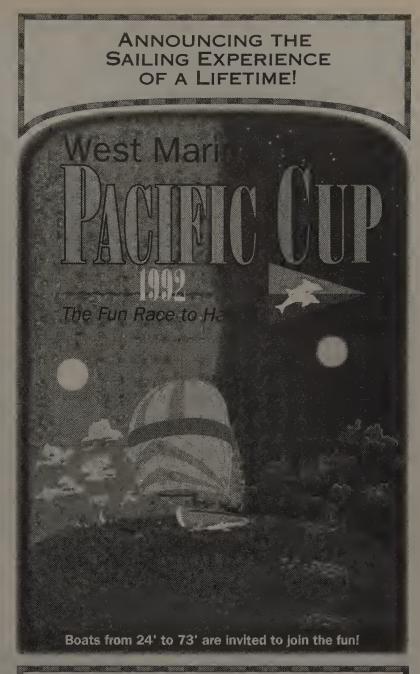
*** JUNE 1992 ***
SINGLEHANDED TRANSPACIFIC RACE

Race packages are available for \$10. For further information write or call the SSS:

1992 Transpac Race Chairman Jeff Arnst (408) 996-2461

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Commodore Dan Benjamin (415) 443-3213 Vice-Commodore Pat Zajac (415) 232-9965 Post Office Box 1716 ◆ Mill Valley ◆ Ca 94942



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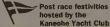


For further information, write the Pacific Cup Yacht Club, 2269 Chestnut St. #111, San Francisco, CA 94123 or contact your local West Marine store.

For a complete Race Packet with Entry Form, send \$10 to the Pacific Cup Yacht Club, 2269 Chestnut St. #111, San Francisco, CA 94123



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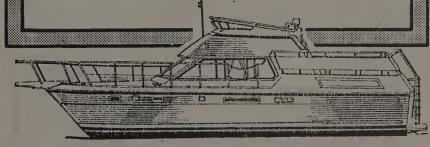
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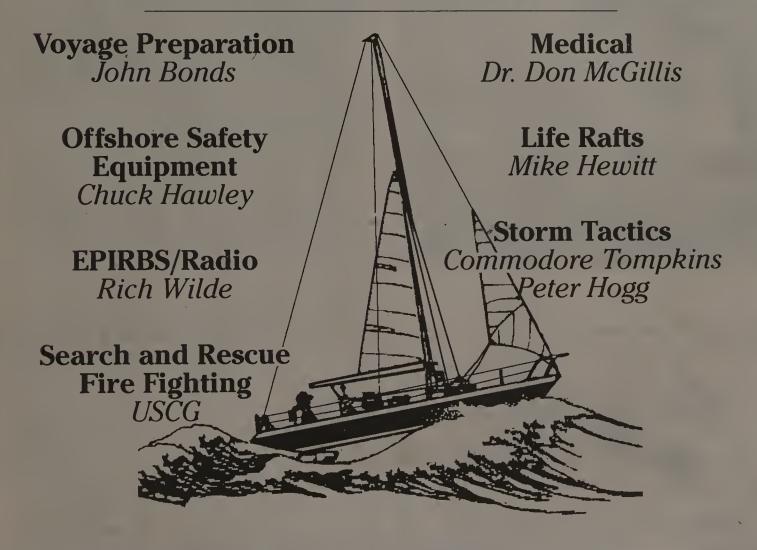
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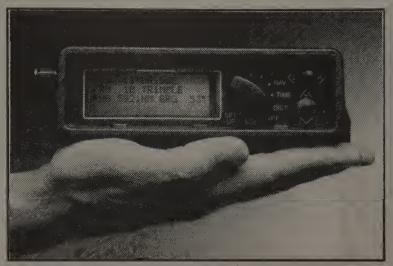
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LETTERS

##AN EXTREMELY DISTURBING BOARDING

I found Mark Hardeman's June letter about the Coast Guard's boarding of Mark Barger's 51-foot boat to be extremely disturbing.

How about doing an article on the ways of the Coast Guard? What are boaters' rights? Perhaps you can give us the name and address of someone we could write to with complaints. Perhaps our new senator from California could ruffle a few feathers.

Don Buchanan San Francisco

Don — As part of her graduate studies in maritime law, Linda Newland, delivery skipper, veteran of singlehanded races to Hawaii and Japan, as well as a practicing maritime lawyer, wrote a paper called Searches and Seizures at Sea — Trying to Balance Government Interest Against the Fourth Amendment. The paper was inspired by "episodes of rude and/or intrusive searches" reported in Latitude and by Newland's friends. She's proposed an article for the next issue that will cover, among other things, "a summation of boaters'/charterers' rights as the law stands now". We're eagerly awaiting that article.

Until then, here's a layman's interpretation of the situation: Mariners have no rights when Coast Guard officers decide they want to board. If you refuse their request, they can fire across your bow, after which they can disable your vessel. They've done it, too. Then you get to cool your heels in the slammer while you figure out where you're going to get the money to pay the lawyer to extricate you from the jam you've gotten yourself into. Furthermore, except for certain territorial waters, the Coast Guard can board U.S. flag vessels anywhere in the world.

Want to fight it all the way to the Supreme Court? It's been done. While law enforcement can't search your house without a warrant, the Court has ruled they can search your boat without a warrant — even if your boat is your home. The distinction between a land home and sea home is lost on us; we're hoping Linda Newland can explain it for us

You're free to write your senator, congressman or president to complain, but at this point it's probably going to be as effective as asking them to repeal income taxes.

♦ † † † † † WE'RE GLAD WE MADE THE EFFORT TO TAKE THE KIDS ALONG

I'm responding to a July *Infants On Board* letter, as my wife, Lisa, and I traded in our International 470 for a Cal 25 when our daughter Sari was born.

We were living in the Bay Area at the time and spent every weekend on the Bay. Not wanting to give up our sailing for a new family member, we nonetheless knew some concessions were in order. So I rigged a type of bosun's chair for a child's seat and suspended it from the cabin overhead with a lanyard. Then I attached a shock cord from the bottom of the chair to the cabin sole to limit the chair's range of motion. Sari rode out typical South Bay chop in this arrangement for the first eight months of her life.

Sari would generally nod off, presumably aided by the gentle motion, soon after we left the dock. We'd normally time our sails to coincide with her afternoon nap, thus increasing the possibility she'd fall asleep. When Sari refused to sleep and after she outgrew the chair, Lisa and I would take turns being 'on duty'. This meant entertaining her, keeping her on board, and making sure she stayed out of harm's way.

As Latitude mentioned in their response, the arrival of our second daughter, Lesley, meant sailing as a family became a much greater challenge.

The kids are now two and four years old, and we have moved up to a Nor'West 33 (Wind Dancer). The kids love to go sailing almost as much as we do. The larger boat makes it much easier on us; the kids probably don't care one way or the other, except they've got more

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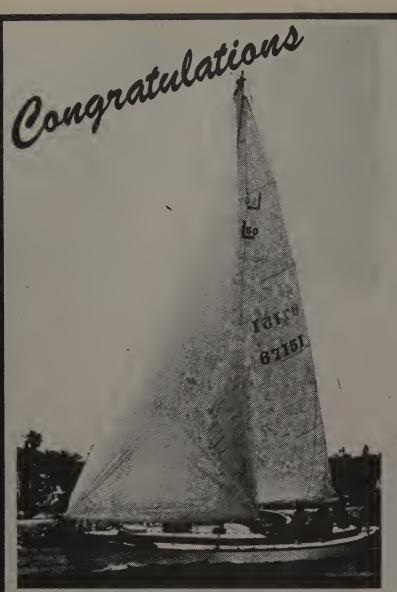
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Caprice—strip planked Lapworth 50 owned by Dave and Barbara Lenschmidt; what a beautiful boat to go cruising in!

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The last letter we had from Dave and Barbara said that they were having a good cruise, but berthing was even tighter than the last time Dave was in Hawaii.

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LETTERS

interesting places to play down below.

I don't know how much, if at all, the early introduction to sailing will help our kids continue in the activity, but I do know that the sailing helped Lisa and me keep our sanity in an otherwise crazy world. We're glad we made the effort to take them along, and hope they'll continue to be part of our crew for many years to come.

Jeff & Lisa Eshman Simi Valley

Jeff & Lisa — Our experience is that sailing with kids just gets better with age. Ours are 10 and 8 now, and while we keep an eye on them, they can pretty much take care of themselves. They've become fascinated with the scenery, make friends easily and love to have anything to do with the dinghy. We can't wait for the day when the little devils will be grinding the winches and making the sundowners — while we supervise from our comfortable spot behind the wheel.

We'll have at least one more letter in the next issue on sailing with infants. Titled We Wouldn't Have It Any Other Way, it's from Dave, Doris and Tony Biron of the Discovery Bay-based Summer Breeze.

Unplease count us in!

After reading your latest article on the Mexico to Marquesas Madness, we decided this would be a great way to have fun and complete our first major passage. Please count us in!

We are setting out on our first cruising adventure in October aboard our Gulf 32 Touched. We'll be leaving San Francisco and taking our time cruising down the coast. We plan to be in Mexico by December. Please let us know what you need from us to enter.

Alison Garner & Brett VanGorp
Alameda

Alison & Brett — The MMM is still tentative. If it does happen, all you'll have to do is show up in Puerto Vallarta late in March with about \$50.

∥↑WE'RE A YOUNG COUPLE IN OUR 60s

We are very much interested in the Mexico to Marquesas Madness. Presently we're cruising the Sea of Cortez aboard our Cal 2-29 Skye. We expect to remain here in the Puerto Escondido area until November 1, after which we'll continue on to Mazatlan and down the mainland coast. We could conveniently be in Puerto Vallarta in March.

Please send us details on the race and routing to the above address. We need to know what the entry requirements will be, bonds required for French Polynesia, visas, etc.

We're Archie and Margaret Williams, a young couple in our 60s, who cruise alone with our dachshund Quiggy. We have considerable cruising experience, about 26,000 miles. We don't have a Ham or SSB.

Archie & Margaret Williams Thousand Oaks / Sea of Cortez

₿↑SOUNDS LIKE FUN

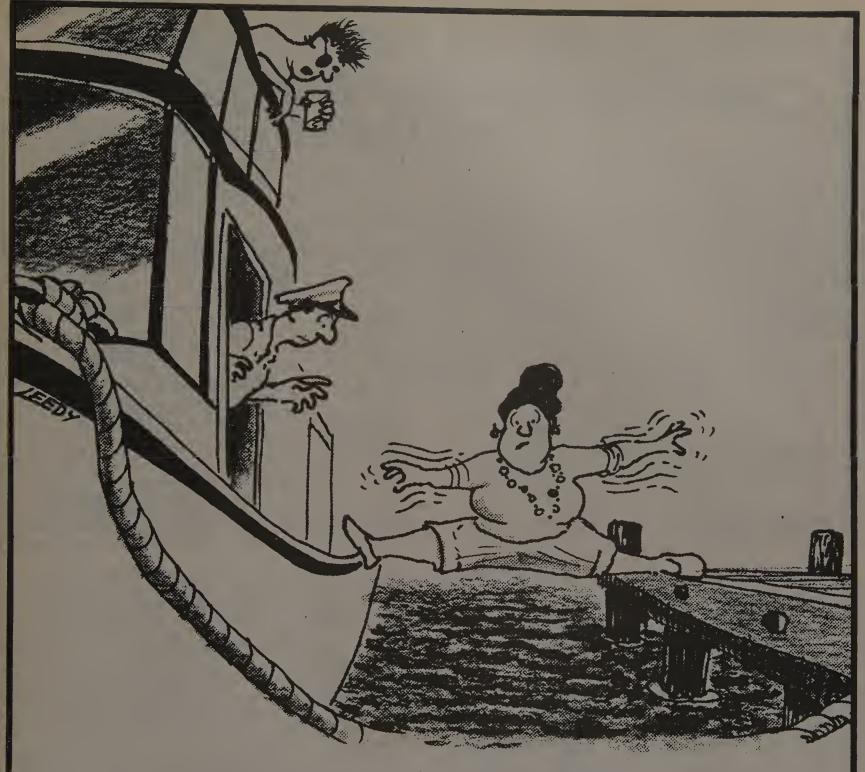
While thumbing through the July Latitude, I saw the Wanderer's suggestion for a Mexico to Marquesas cruisers' rally. We were already planning a departure from Mexico on April 1, but we suppose we could move our departure up one day to join in. It sounds like fun.

We are Herb and Joyce Pfleger with the DownEast 38 cutter TOR II from Vancouver, Washington. Bob Issacson will be joining us in Mexico for the sail across to the islands.

Please keep us informed.

Herb & Joyce Pfleger Vancouver, WA

Readers — Anyone who is interested in this 'maybe' event should just keep tuned to these pages and keep their ears open in Mexico. The word will get around.



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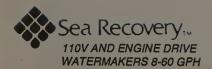
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FTTFRS

##DEAR WANDERER OF THE GREAT (???) IDEAS

In response to your proposal of a Mexico to Marquesas Madness

idea, I finally feel compelled to write.

We, Fred and Sarah on the Baba 30 Wildflower, are 'alums' of the '89-'90 cruising season. We enjoyed one year sailing the Baja and Mexican mainland coasts, and French Polynesia before turning back from Bora Bora last September. And a difficult turn to starboard that was! I must say the thought of a cruisers' rally targeting Hiva Oa for an "inferno of fun" horrifies me.

I don't want to discredit any cruisers' rallies in the past. Many of us benefitted from exchanges of maintenance, cooking and survival techniques shared by those more seasoned. Potlucks and local nets on the VHF were a kick. Sea of Cortez Sail Week at Partida was a gas. a fine reunion with friends from past anchorages packed with creative play times. (And by the way, it was Wildflower, with a bone in her teeth, who edged out Mike, Karen and Falcon on Tola in the only real race in the beer can division.)

Through friends and ex-patriots like Gil and Karen at Papi's in Cabo and Philamina in Melaqué, our five months in Mexico served as excellent training, enabling us to head for the South Pacific with confidence. But that was Mexico, a Western nation which shares a long border with the United States and which is jammed with American tourists. Those people are accustomed to us, they thrive on

You suggest creating a similar cruising milieux in the Marquesas? I sincerely hope, oh Wanderer, that in your quest for new horizons

that you reconsider. Why?

1. The Marquesas are sparsely populated and have rather limited provisions as it is. They rely on weekly or semi-weekly deliveries of staples and fuel via copra boats. Villages are already impacted by the influx of yachties and their consumer-related demands. We sensed a strain on the sole village bakers and the natives while in bread lines for those cherished freshly baked baguettes. If Latitude follows through with this "madness", I suggest you provide the ralliers with a sea-going sag-wagon for those 2,500 miles from Puerto Vallarta to Atuona — for the sake of the Marquesans.

These islanders have been intruded upon by masses of Westerners enough in the past, from the Spanish to the present French domination. And it's getting worse, as they are being made increasingly accessible by 'improvements' in airline service. Yachties, of all people, have no business contributing to the carnivalization of the few remaining isles of paradise. Sad, but true, it's also tough to strip free the Ugly American veneer when we travel en masse.

- 2. It's just an opinion, but it seems to me that the thrill of breaking away on a South Pacific adventure — from the cruising microcosm in Mexico — would by lost by participating in such a rally. For us, the real adventure was just beginning when we shed the training wheels and set out for Polynesia on our own personal voyage. There are other enriching and creative ways to enhance a cruising experience in the Marquesas, like learning French well enough to communicate with these beautiful, peace-loving people on a one-to-one level. It behooves us to keep in mind that we are dropping in as uninvited guests. Fortunately, our French was adequate to develop familiarity with the locals wherever we stopped. We met several yachties who felt they had missed the boat, so to speak, by buddy-boating and spending too much time with their peers, rather than appreciating the islands through the Polynesians.
- 3. Your irresponsible implication that there would be "greater safety in sailing in numbers" could well attract some of the 'barnacles', as they are affectionately known, who have been enjoying Mañanaland a tad too long, into a challenge for which they are not emotionally or practically prepared. This crossing, though the smoothest of our three, is still a serious undertaking. It is rather disconcerting to think that there are folks in Mexico just waiting for a rally type of incentive to head out on an ocean crossing. It is likely that your promotion will draw boats of this persuasion, who would

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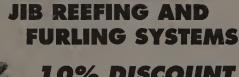
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LETTERS

not only be a threat to themselves, but also to those who had chosen to cross independently, pre-promo.

Here's my opinion — if you haven't read enough already — an opinion that's probably shared by most of us who have sailed to any remote islands: a *Latitude*-sponsored rally to the Marquesas would be inappropriate and intrusive for the Marquesans . . . and unnecessary for those cruisers who had decided to go on their own, sans "madness".

P.S. Single sideband nets and small buddy groups form spontaneously throughout the winter season of Mexican cruising. It's something that just happens among friends with common destinations—which is as it should be. No promos to paradise... please!

At the risk of negative responses from some who cruise to party and party cruise, I surely hope the Wanderer sees fit to print this letter to encourage further feedback from those who have been there!

> Sarah Hitchcock-Glover Wildflower, Baba 30 Sausalito

Sarah — The Wanderer doesn't have anything to do with selecting what letters run. Besides, we give priority to those that disagree with us and/or the Wanderer: it's not only the right thing to do, it makes for the juiciest reading.

Be that as it may, the Wanderer — who has not been to the Marquesas — more than welcomes your comments on the prudence of such an event. If you and others who have been there feel that the arrival of 12 boats over a two-week period, which is what the Wanderer was visualizing, would be a strain or inconvenience for the locals, then he's fully prepared to kill what's still a tentative idea. Right now he's in the process of contacting Frank and Rose Corser, former cruisers who have been running the Keikahanui Inn at Taiohae for the last 12 years. If the Corsers feel it would go against the best interests of the Marquesans, the idea is history.

But please, let's hear from others of you who have cruised there. And don't worry about bruising the Wanderer's notoriously thin skin, because there is nothing in it for him anyway. He's never buddy-boated with anyone, never listens to the radio, has never been part of a Ham or SSB net, and won't be crushed if he never is. He just wanted to sail to the Marquesas and thought it might be fun to have a silly, low-key 'just folks' event to commemorate the noteworthy occasion.

P.S. The Wanderer does disagree with you about one thing: he believes there is greater, but not complete, safety in numbers.

#APEE IS THE ONLY EXCEPTION

What to do about #2? I'm a river guide on the Colorado River in the Grand Canyon. Being in the Canyon, we're required to take out all waste. That's right, all waste, including human waste. Pee is the only exception; you can pee in the river.

So what do we do with that disgusting, stinky poop for weeks at a time? We have ammunition boxes, bought from an army surplus store, lined with two garbage bags. (Also optional is a toilet seat, which fits on the top for comfort). When the 'toilet' is ready, you make yourself comfortable and take care of business. When done, you sprinkle some powdered Clorox on the top, until it looks like "snow on the mountain" to keep the odor down. Finally, you tie a secure knot, being sure to squeeze all the air out. Now you have a bag of shit.

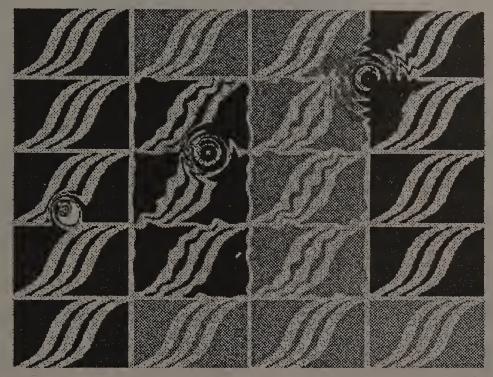
In another "rocket box" lined with a bag, store your bag of poop. In fact, store all the bags of poop inside the box and use the other box as a toilet. The boxes can be stored outside as they are waterproof.

When you get to land, you take the bags to the dump and be sure to tell the dump people what's inside, because they usually have a special place for it.

Extra hint: When buying the 'rocket boxes', make sure they have a good seal.

P.S. If you print my name on this one, I figure you guys owe me a

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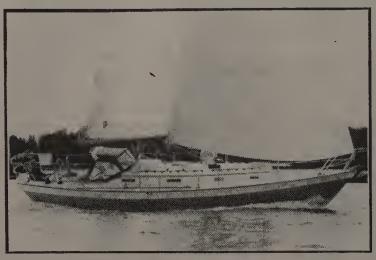
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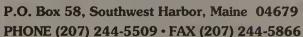


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LETTERS

Latitude T-shirt.

Mary Thompson Madeshka, Westsail 32 South Lake Tahoe

Mary — Hear those phones ringing? That's the sound of people calling to cancel their Colorado rafting trips. Just kidding — we think.

If you're not pulling our leg — and we'll kill you if you are — we have to say we're mighty impressed with the efforts you rafters make. We mariners can learn a lot from it.

JADUMPING INTO THE DELTA IS NOT ACCEPTABLE

I read with interest the July letter on 'What To Do About Number Two', recognize the problem, and agree with your two recommendations.

As an individual who has been around sailboats, with and without holding tanks, A.C.'s practice of dumping his Porta-Potti (or holding tank) into the Delta is not acceptable. I carefully monitor the current actions of state and federal environmental agencies, and don't look forward to the day my county will be mandated to implement a program that stops the discharge of all untreated sewage from boats into the Delta. The practice of dumping the contents of Porta-Pottis overboard, or doing one's duty on shore on someone else's property, will only expedite another restriction on mariners.

My staff has recently completed a survey of marinas in Sacramento County that offer pump-out facilities for boats. They are: River View Marina, River Bank Marina, Sacramento Marina, Cliff's Marina, Walnut Grove Marina, Bruno's Island Marina, Delta Bay Marina, Ox Bow Marina, Perry Marina and Brannan Island State Park. In addition, there are 24 more resorts in the Sacramento Delta that have public restrooms.

We will also be gathering data this year on the amount of use for these facilities, and it is our hope to be able to show that boaters are capable of self-regulation.

The annual increase of the disease Giardiasis (caused by the protozoan Giardia Lamblia) among hikers and campers can be traced to individuals doing their duty too close to the water they eventually drink, and there's no reason the same thing can't occur in the Delta.

In short, dispose of your Porta-Potti contents at one of the many restrooms in the Delta, use the pump-out facilities available to you, and let the marina operators know that their services are appreciated.

Ken Stuart

Director of Environmental Health
Sacramento County Environmental Management Department

Ken — We appreciate your input — and your attitude of wanting to let mariners regulate themselves.

Maybe you can help us with another question. We jog alongside San Francisco Bay just about every morning, and notice an incredible number of dog droppings. Are these a threat to Bay water and should the owners be required to carry 'pooper scoopers' to keep the canine contributions from ending up in the Bay?

\$↑MAYBE I'LL END UP IN JAIL

Thanks for your response to Ross Mainor's pro authority letter in the July issue. I'm one more past supporter of government services who has turned sour on the government.

The Coast Guard and many — if not all — public agencies are out of control. Every way you turn there are ever more laws designed to aid and abet government agencies. The laws are created by and for the agencies rather than by and for the people.

When was it that the American people told the Coast Guard that they should have the right to board any boat, any time, and even confiscate the boat should they find a marijuana seed aboard?

And worse, after being taxed to death, and the taxes being bumped up at every turn, these agencies are levying ever higher taxes

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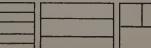
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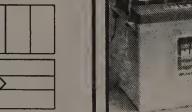
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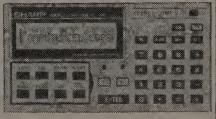
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LETTERS

under the guise of 'fees'. The new 'user fee' being collected by the Coast Guard is a fine example.

Well, Coast Guard, I don't agree with your policies, nor am I going to pay your tax. Maybe I'll end up in jail or maybe my boat will be confiscated, but it's one small way that I can say, "Too much is more than enough!"

Jerrold M. Klatt Placerville

Jerrold — The Wanderer walked by, read your letter, and suggested you "get even rather than get mad". How? He explains:

"If Klatt doesn't pay the user fee for his boat, he's gonna get caught for sure and will have to pay the fee plus a penalty. That's more foolish than if he just paid the fee. If Klatt is a genuine conscientious objector to the phony user fee, he should just cheat on his income taxes by the same amount as the unfair fee he had to pay. The chances of him getting caught cheating on his income taxes are about as great as finding an honest member of Congress. If Klatt is really fed up with obnoxious and haughty government, he's also entitled to a 'BCDC deduction' of \$250."

So says the Wanderer, who we — including you wonderful folks at the IRS — all know was just kidding. Ho, ho, ho! That Wanderer, what a kidder!

But seriously, while we're all getting increasingly fed up with government abuses, let's be careful to lay the blame where it belongs. As we've said so many times before, things like Zero Tolerance and the new User Fee were not the idea of the Coast Guard; they got their marching orders from the Department of Transportation, which gets it from the White House and Congress. When you disagree with the User Fees, you're disagreeing with the Congress, not the guys with white boats with orange stripes. We're certain the Coast Guard would be ecstatic to have the authority to levy taxes, but they don't. So rail at your representatives in Congress, not at the messenger, which in this case happens to be the Coast Guard.

UAIS THERE SOMETHING I AM MISSING?

I am glad to see all this concern about pooping in the waters we sail and swim in. Maybe out of it will come some solutions we can all live with — practically and conscientiously.

It seemed like too much to pump the head into some pristine little bay we were anchored in while sailing in Desolation Sound or the Caribbean, so we would wait until we were sailing to perform the task. It worked, but required some sacrifices I won't get into.

I was wondering about composting toilets on boats. There are some pretty good ones out now for houses and it seems like a possible solution for boats. I am far from an expert on the subject, but they don't need much storage, only a very small heat source (a small wattage bulb) and a vent pipe. This would eliminate the thru-hull, storage tank, pumping and would leave some bigger trees to grow on shore.

Sounds good, huh? Is there something I am missing? It even seems that my hazy memory recalls an ad for one.

Burley Cox Fort Bragg

Burley — Our first inclination is to laugh — it just doesn't seem practical. But the Managing Editor seems to remember seeing an ad for one also. Anybody have any further information?

#↑IT WAS FINALLY PROVEN THAT THE 50-FOOTER DID GO DOWN

We just received our May and June issues with friends that came up to join us here in the Georgian Islands and North Bay parts of Canada's Lake Huron. (One of the joys of cruising is that mail only comes about five times a year).

I was pleased to read in the May Sightings the end of a "mystery"

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LETTERS

I had a part of starting back in 1981. Thanks to Latitude and Unsolved Mysteries (which I don't watch even when I'm near a television set), I am pleased to hear that Dozier hopefully will pay for his reported insured sinkings of various yachts.

Sometimes Marine Surveyors do see things that officials don't or won't see. I am vindicated in that it was finally proven that a 50-foot Taiwan boat did indeed go down outside the Gate. I guess we'll never

know about the two missing women.

In the June Sightings I was saddened to see the Zaca update. This kind of started with photos you printed when I saw her in Villefranche while doing a survey there in about 1982. We looked for her while we cruised that area in 1989 and found that she had been towed down to Marseille, but her old spars and gear were still in Villefranche. I hope this story has a happy ending.

We plan to finish off the summer here in the Great Lakes (we'll have come home for a week in late August for my daughter Jill's wedding), then head down the Mississippi and the Tenn-Tom to the Gulf of Mexico. We'll head through the Canal in February and be home by August or so. Then it will be back to that four-letter word, work — if there is still need for marine surveyors.

Jim Jessie, Cruising Surveyor
Nalu IV
Bay Fine, Ontario, Canada

Jim — The news regarding Zaca is not good. The Wanderer saw her this June back at Villefranche. She was floating, which is about the best that can be said of her. It would take an Elizabeth Meyer to bring her back to life, and even so, it would probably be wiser to start from scratch.

U↑WHAT MAKES ME MAD

Well, what did I know? I thought that by sailing down to Mexico I had finally gotten away from the 'I sue you, you sue me, I'll sue my mother for bringing me into the world' syndrome. But guess what? The crew that sailed down with me is suing me here in La Paz. They claim the trip down from Santa Barbara wasn't worth what we spent for provisions, that they could have flown down for less money.

But what really makes me made is that the Mexican courts accepted their B.S. We spent all the money in Santa Barbara, California, United States. What are they sticking their noses in it for? ('The bite' is on.) I'll be getting another Social Security check next month, which might help pay for it all.

They — husband, wife and dog — were a green crew that had never been out on a boat before. It ended up that I was the one that worked my ass off. I guess I should have singlehanded.

Well, they want money. My understanding is that they are now living in a friend's R.V. here in La Paz. I guess the idea is that I'm supposed to support them.

I'm 63-years old, have never been sued, but as soon as I get to Mañanaland — boom! — lawsuit. And all the attorneys here seem to think that I ought to pat them on the back, tell them I love them, and give them some money.

Hey, ain't this cruising fun? I guess I should just keep smiling as this is 'Relaxoland'.

I love Latitude and am sorry about my attitude.

Bud Windy Day La Paz

Bud—It would be inappropriate for us to comment until we heard the other side of the story. Nonetheless, there is a lesson for all of us. Agreements as to the responsibilities—monetary and otherwise—between captains and crews should be written out in as much detail as possible before docklines are cast off.

We'd try to offer some general guidelines, but the problem is that almost all cruising situations are unique and thus call for unique

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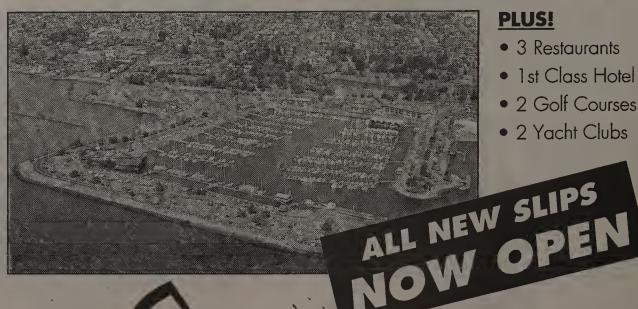
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36° 57.55N
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COG: 230° M

MENU

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Navigate Mode

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LETTERS

agreements. If anyone would like to share some guidelines that have worked for them, however, we and our readers are all ears.

#†WE WERE AT THEIR MERCY

The Metropolitan YC wishes to apologize to the 1991 Catalina Race participants for the caterer at Avalon. We were under the impression that the Awards Dinner would consist of somewhat more than three bowls of salad and three platters of hamburgers and hot dogs. Had we known, we wouldn't have used that particular caterer, but we were somewhat at their mercy.

It won't happen again.

1991 Catalina Race Committee Metropolitan Yacht Club

Unit's a hard combination for me to figure out

Regarding your recent response to a letter about Mongoose falling over at Harbor Marine in Santa Cruz, your lack of understanding of the situation and your name-calling backlash at the two nearly crushed to death women (Birgit Frind and Linde Jolena) is a hard combination for me to figure out.

Unfortunately, we couldn't laugh the whole thing off as you suggested —my good friend Mike Gerson spent five days in intensive care, Birgit sprinted over half the length of the boat, dodging flying steel as the jackstands were blowing out, was hit on the head by the bow before it hit the ground — then refused medical attention when the paramedics arrived. She was the only one who didn't leave the boatyard in an ambulance.

The fact that these people are alive is a tribute to their 'heads up' attitude and their fantastic physical condition. Your "weak-willed" comment is way out of line. I cannot understand what prompted you to make this stuff up. I don't get it. I'm sure your comments had the same 'warm all over' effect on anyone else who makes their living in a boatyard and has ever been injured on the job. Boatworkers bust their asses for low pay, working with heavy equipment and toxic chemicals on a daily basis — and then in the aftermath of an industrial accident get verbally abused by some desk jockey who says they should have been more careful, or they should have done this, or they should have done that.

The point which you were trying to make — that we are all soley responsible for the safety of our own working conditions — is a very good one as well as being painfully obvious. But it did not have to be made at the expense of some very fine workers.

The atmosphere in the yard was one of mutual trust, cooperation and respect — on both sides — not a male/female battle of wills (as a previous letter might have suggested).

To call my good friend Birgit "weak willed" is simply proof that you have not had the pleasure of knowing her. If there was a female reincarnation of Ernest Shackleton, it would be her. Throw in the heart and soul of Mother Theresa and the wildness of a San Francisco bike messenger, and you've got a pretty hard combination to beat. You're talking about a woman who commutes from Sausalito to Santa Cruz on her bicycle with a 35-pound dog in the basket on the front handlebars. If I had 15 or 20 "weak-willed" individuals like her, I could take over a small Third World country!

As their devoted friend and skipper, I have to say you have chosen to pick on good people who really don't deserve the abuse — regardless of the intentions of your commentary.

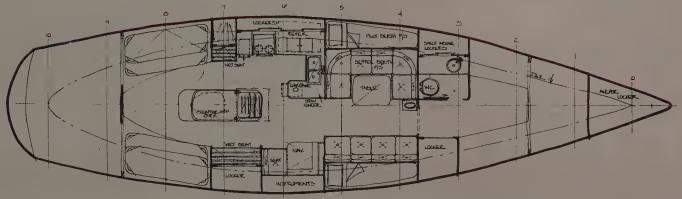
Zan Drejes Santa Cruz

Zan — We hope we can help you understand our comments because — ouch — yours hurt.

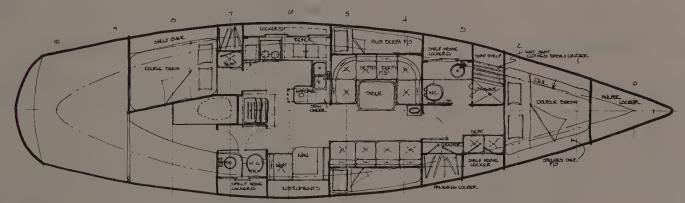
The quotes you refer to were not from our news item, but from our response to a letter by Shirley Haines Cannon. Shirley, you might recall, strongly suggested that Mongoose was inadequately supported because male yard employees wouldn't listen to the complaints of

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LETTERS

female boatworkers — and that somehow this was "a small notch in the sexual revolution".

What we did — for the sake of argument alone — was accept Cannon's characterizations as given, and then try to demonstrate what kind of trouble this invariably leads to. We haven't had the pleasure of meeting Birgit, so we certainly wouldn't have created those characterizations out of thin air. If anybody, particularly Birgit, thinks we did, they have our complete and total apology. But judging from her letter, which follows, she didn't take it exactly the way you did.

##HOPEFULLY EVERYONE LEARNS FROM MISTAKES

Harbor Marine, Inc. of Santa Cruz had a perfect safety record for the seven years before Mongoose tumbled over in June. I have worked there off and on for the last 18 months, and have found it a conscientious and fun place to haul a boat and work. I'm also a woman, and have found it to be the least sexist yard I've ever been in.

Whenever a business involves working with large objects and heavy equipment, the responsibility to maintain perfection is a heavy one. When a mistake eventually happens, hopefully everyone will learn from it.

Under the Mongoose Birgit

##ARE YOU SUGGESTING THAT I THROW SOME SORT OF PATENTED PMS TANTRUM TO GET WHAT I KNOW IS RIGHT?

C'mon you guys, I hate to be misunderstood. If I were the editor of your magazine, I would have headlined my last letter, We Must Raise Our Puny Fists Against Any Inequity. I went to my thesaurus for that word. The point of your rebuttal and the point of my letter, I thought, were the same.

I also thought that the sexual revolution was for everyone. OK, so I missed a few. My comment on the revolution was a question: "Was this a notch in the sexual revolution?" I should have answered it, "Naw, this guy acts like that to everyone." Machoism isn't necessarily sexist, but being female, I feel the pain and frustration a little more keenly than, for example, my sweet man.

We hauled our boat the day after Mongoose fell over, and I found myself in direct conflict with the aforementioned macho guy.

With our boat still in the sling, I requested it be moved 10 feet back so I could put my scaffolding on level ground. Well, it couldn't be done in case the guy next to us — who was getting a major blister job on his boat — might finish first. Then we'd have to move in order to get him out. "I can't risk that," the macho guy said. It seems to me I risked every minute of the two weeks I spent working on that scaffolding.

We finished several weeks before the blister job, but the point is, I made a safety request and was denied. Well, he did say we could go back in the water until another space became available. But with welders — we're fixing up an old steel boat to sail her away — and friends coming to help, and already a delay because of Mongoose, my sweetle gave me that look. "That's my only choice?"

I've dodged my share of bullets, but it makes a big difference to me where they come from. When the Great Mother Ocean, or the boat, or the weather throws stuff at me, I dodge them by my skill, speed and catlike agility. I dodge them by being a prudent mariner and I end up feeling smart, skillful, tired sometimes, and yes, lucky.

But when the bullet comes from a guy standing in front of me, a guy who has my boat in a sling, a guy who is supposed to know more about this than I do, are you suggesting that I throw some sort of patented PMS tantrum to get what I know is right?

We'll go somewhere else for our next haulout. Yeah, like Costa Rica. And if I have to argue and fight for what I think is right, I will. I'm tougher, stronger, nastier and more suspicious than I used to be.



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LETTERS

I don't want to argue with you guys, but I don't like you making fun of me either. Maybe we both need a little more sex at sea.

Shirley Haines Cannon
Sahar
Santa Cruz

Shirley — It seems to us you've made a relatively simple issue as complicated and confusing as possible by dragging sexual politics into it. The irony of it all is that Birgit and Zan, the primary players, as you read above, deny there was any sexism.

If we leave sex out, we're left with the core issue: If the Mongoose set-up and your scaffolding weren't safe in the eyes of the people

using them, what should have been done?

Throwing a tantrum, PMS or otherwise, is a popular way of trying to solve problems, but is not very effective. We suggest that anyone dissatisfied with the safety of a situation in a yard clearly and calmly discuss the matter with the yard foreman or owner. If the yard isn't willing to comply with what you feel is safe, you should by all means take your boat and business elsewhere.

As for the money involved, you should ask for a refund. If one is not forthcoming, you might take photos of the situation and/or have a marine surveyor or insurance underwriter give you a written opinion regarding the safety of the situation for use in Small Claims Court. What about the welder and the friends coming to help? If you truly feel it's unsafe, you simply have to reschedule them and eat a few bucks in the name of safety.

The point is, there's usually very little to be gained by being tough, nasty, suspicious, throwing tantrums or dragging in sexual politics. Being firm but reasonable usually gets folks as far as they are going to go. If it's not far enough, thankfully there are usually alternatives—in your case other yards in Monterey Bay and Northern California that would be delighted to have your business.

♦♦ ONE WAY TO SCREW THE '50 WAYS TO SCREW THE CHUTE' ARTICLE

Hey, don't quote me 'cause I'm just railmeat, but occasionally I help rig and fly spinnakers/chutes/kites. Hoping to learn from Max's article and your list in the August issue — and possibly becoming experienced by watching others make at least some of the mistakes — instead of suffering through all of them on my own, I would like a clarification on one of your 'ways'.

I'm confused, in particular, by #19, Halyard not inside jib. Please explain, lest I suffer this learning experience or commit #47, Second guess the afterguard. As I understand it, the (spinnaker) halyard is supposed to be outside the jib.

Ray Catlette, Railmeat/General Help Currently crew with Benicia and Crystal Bay Yacht Clubs

Ray — Just checking to see if you were paying attention.

♦♦ POWERBOATERS READ LATITUDE IN THEIR BAJA OUTHOUSES

It's July (big news!), Latitude 38 revisits the Delta (sorta), and a missive from Slow Bones arrives on the heels of the Catalina Race.

Yes, the Border Patrol has failed its sworn duty again, and we have returned from Puertecitos.

Congratulations, this year's Delta article seemed to have been written by someone who really has been there — and a sail-type person to boot. Thanks for finally paying attention.

However, I am undisciplined so I must nitpick. Coast Guard regulations prescribe unmistakable and uniform whistle signals for drawbridge operation: one long blast followed within three seconds by a short blast; and, the Corps of Engineers is not responsible for maintaining most of the levees in the Delta — not even the ones keeping Georgiana Slough out of Andreas and Tyler Islands. Please start a write-in campaign to utilize User Fees for levees protecting the

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LETTERS

properties of private investors. It really doesn't seem like a Latitude interest to me.

At least four powerboaters I know read Latitude in their Baja Outhouses (to clean their ears, of course) and may like to know that Vagabundos del Mar is making a run between San Felipe and Cabo San Lucas, starting from San Felipe on October 19th. For more information, call the Vag headquarters weekday mornings at (707) 374-5111.

A final Delta note: some counties provide Coast Guard services and enforcement patrols under contract. There is a nasty rumor that the contracts include some kind of fee-splitting. Surely it's no more than a nasty rumor, but the word to the wise would be to have your decal easy to see when you venture into the Delta after August 31!

Jim Verrindee Stockton

I'm having a heck of a time finding a cruisin' catamaran to bareboat charter on the West Coast. The newer designs seem to have so many advantages over monohulls — like near-level sailing, very good speed (even to weather), wide deckspace, roomy interiors, shallow draft, downwind stability, and much more. Even when capsized they seem to be darn near unsinkable, and would certainly provide a better survival shelter than any liferaft.

I understand the traditional arguments against multihulls, but these are probably based on bad experiences (or hearsay) on older

production designs and home-brewed boats.

Why aren't there more of these "dream machines" out on the Bay?

I just wanna test drive one to see if what they're talking about is true!

R.W. Wiedemann Fremont

R.W. — We don't know why there aren't more multihulls on the Bay. But things might change. There are expected to be at least five multihulls — a big jump — in the water at the NCMA Fall Boat Show September 14-22 at Marina Village Yacht Harbor in Alameda. Check 'em out and give us a full report.

#AIT'S BEEN COVERED UP RATHER THAN REPORTED

After investigating the problems with Mexico's Banamex ATMs further, it's still unclear whether or not theft was attempted. But it's

beginning to look that way.

ATM reimbursed me \$1,482—with the stipulation that it may take the money back if Mexico City is not willing to cooperate. As a result, Banamex may, in fact, lose its ATM privileges. They are a government-owned bank, and the error has been traced to their central computer rather than the international pool. Somebody's money tape is not balancing, but instead of reporting the imbalance, it's being covered up.

I'll keep you advised on more details as they unfold.

Susan Bradford Restive La Paz, Baja, Mexico

AI RECOMMEND NOT USING BANAMEX ATMS

Last month I sent you a letter outlining problems some cruisers were having with Banamex ATMs here in Mexico; specifically, that they wouldn't be able to get money out of the machines but their accounts would be debited anyway. The letter indicated that only a very few cases of losses had occurred, and that after our meetings with Banamex officials in La Paz, the bank was convinced there was a problem and was working towards its resolution.

Since then, three new instances of problems with Banamex ATMs have been uncovered, so the problem was worse than we originally thought. Furthermore, Banamex officials in Mexico City have

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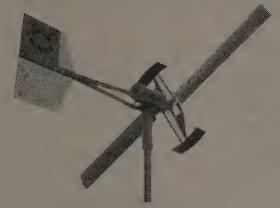
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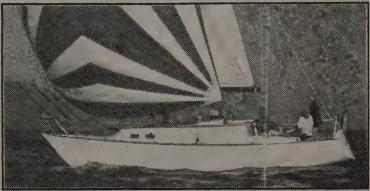
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	Catalina	3 starter boats from
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7'	Catalina	
71		1

20	Excallbur, light, fast & stiff	
27'	Newport,recently reduced 6,995	
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declared that no problem exists, so there has been a complete change in their attitude.

My current advice to anyone, cruiser or land visitor, visiting Mexico is not to use Banamex ATMs. I recommend going inside the bank for Visa or MasterCard advances, which use a different system, and presumably are safer.

As I am sure you are aware, coordinating cruisers is very difficult. However, I am trying to compile individual case files which I can take to the U.S. Consul on behalf of the victims. We really shouldn't rest until the computer programming errors at the center of all this are

In this regard, I would appreciate it if anyone who has experienced the problem, whether they have been able to resolve it or not, write me with the grisly details care of Downwind Marine, 2819 Cañon St., San Diego CA 92106.

> Bill Robinson Scorpius

Readers — In our last issue, Robinson identified himself as "a former Manager of Computer Systems Development at a major Canadian financial institution".

U↑I'M STILL WAITING FOR MY MONEY

We were heading down to La Paz for the eclipse. Leaving Santa Domingo, our solenoid stuck and the starter motor melted. We pushed Longhope with the 2 h.p. Mariner outboard to Santispac. The next day Rene of Wanderer helped out for the second year in a row; this time he took me and Steve of Kialohea to Cd. Constitucion to find a replacement. Thank you, Rene.

It looked like I'd need quite a bit of money for the repair, so I headed for the bank to get more funds. They told me to use the ATM machine. I tried Cirrus with my First Interstate card. No money appeared and the machine told me to try again later. I tried to get money again inside the bank, but they shrugged. "Later," they said.

When I received my bank statement, there was a \$100 charge for a withdrawal, together with service fees. When I reported it to First Interstate, I had to sign a notarized form describing the incident and was told there was little prospect of getting my money back. They also said I would have to pay a minimum of \$50 for "insurance". I am still waiting for the outcome.

Steve tried to use his bank card with the same results. I suspect it is a software problem, as one of your contributors suggested, but it's irrelevant when someone else is getting your money.

On the good side, the mechanic performed one of the miracles we get to expect in Mexico. Working in an immaculate shop, with his children playing by him on the floor, he combined a new (similar) unit to the melted one, using the old shaft, spline and case. It took about 90 minutes and cost \$62. It works perfectly.

> Bill Oldfield Longhope San Carlos, Sonora, Mexico

Readers — Until further notified, we think anybody who uses an ATM in Mexico is a little poco loco. There have just been too many cases of money being lost and too little concern on the part of those who run the banking system.

♦ A LITTLE COURTESY MIGHT HELP

This morning, while waiting to see my CPA, I found a copy of Latitude in his waiting room. The article on driving through sailboat races caught my attention. Once or twice a year my wife and I pack a picnic lunch and rent a little motorboat for an afternoon ride around San Diego Bay. Several weeks ago I quite mistakenly drove through a sailboat race. I did not know there was a race underway until one of the participants mentioned the fact. ("Hey you dumb sonofabitch, can't you see you're in the middle of a race?") I couldn't tell where "WE CHOSE THE HUNTER 42..."

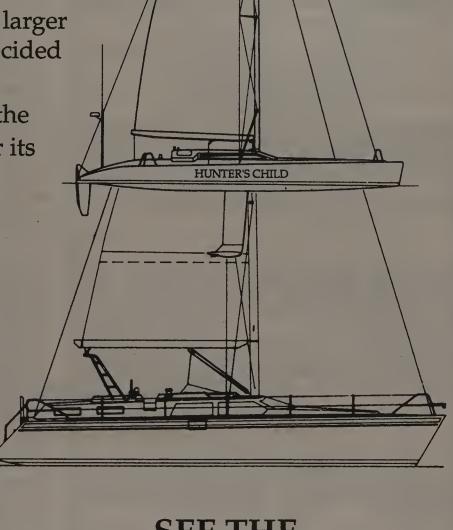
Dick and Mary Fran Connors

After nine solid years of bluewater cruising, Dick and Mary Fran decided it was time to move up to a new, larger boat. After a long search, they decided on the Passage 42 from Hunter.

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Dick Connors and Mary Fran Reed



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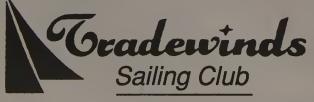
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LETTERS

the race was, so I just turned around so as not to further interfere.

I am not a professional boatman and still cannot tell when a race is happening. Perhaps a boat could be parked with a large sign announcing the event or someone with a loudspeaker could issue warnings. A little courtesy might help, too.

P.S. By the way, your travel articles are excellent.

John S. Marroni San Diego

John — Since sailboats can't always sail in a straight line between marks, it's unfair for racers to expect non-sailors to know how to keep out of the way. As such, the discourtesy you were subjected to was unwarranted. We hope you'll accept our apologies.

Frankly, your suggestions regarding a boat posted with a sign or someone with a loud-hailer aren't really practical because of the size

of most race courses.

##CHEAP INSURANCE TOO CHEAP TO BE TRUE?

In preparation for our new cruising life, my husband and I investigated various cruising insurance sources in the Bay Area. We also flew to the Long Beach Boat Show last fall to look for additional possibilities. It was at a booth at that show that we met Douglas Abbott, Marketing Director for Phoenix Fire & Marine Insurance Company, Ltd.

Mr. Abbott gave us a quote of \$1,225 for hull and liability for one year of cruising in Mexico and Hawaii. Returning from Long Beach, we obtained quotes from local brokers for other carriers for similar coverage. The nearest competitive quote was \$2,800! In addition, the other carriers required a recent haul-out and current marine and trip survey (our survey was three years old). Phoenix Fire & Marine, on the other hand, was willing to accept our old survey, and after the completion of two applications, several phone calis and a couple of faxes, gave us a firm quote of \$1,224.

"What a bargain!" we thought. "Too good to be true!" Not only did we rush to the mail box with our check and cancel our existing policy, but here's the worst part: we also turned other cruisers on to Phoenix

Fire and Marine's supposed great deal.

Well, here we are in Maui, where we've just received a notice of cancellation on our fully paid-up yacht policy. As you can see from the enclosed notice of cancellation, no explanation was given. We called the new number in the Virgin Islands, but got no answer. Some friends of friends got through to the cleaning lady at the Virgin Islands office, and she said the insurance company had moved out.

After inquiries to the Department of Insurance (they say they are checking into it) and talking to friends in the insurance industry, we feel the company has gone belly up. Our chances of recovering any or all of our money seem slim to none. We have been uninsured without knowing it and our recourse against the company seems to be nil.

We feel cheated, ripped-off and foolish, but mostly foolish. You get what you pay for! There may be others out there who purchased insurance from this carrier who will read *Latitude* before they read their mail; I urge them to look into this matter.

Besides the unpleasantness, we have had a ball in Hawaii this summer. We're about to leave Lahaina and head for Hanalei Bay, Kauai. After playing there, we'll decide on future plans.

Jeff & Dawn Stone Dawn, Camper & Nicholson 39 Lahaina, Maui

Jeff & Dawn — We're sorry to hear you folks apparently got burned. Most of us, we think, are under the false assumption that we're somehow protected from fraudulent insurance operations. But that's anything but the case, as agencies are only required to post a \$5,000 bond.

A local broker tells us that there is plenty of unscrupulous

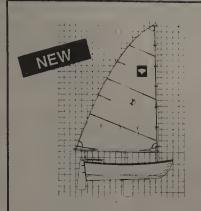
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insurance selling going on. It's not uncommon, he tells us, for a new company to come up with a name confusingly close to an established company. There is for example, a division of The Hartford called Phoenix Fire, which sounds like but is not the company you were insured with.

There are also devious agents selling insurance for markets they can't legally cover. And, one Southern California agent was caught

issuing counterfeit policies of a legitimate company!

By calling the Insurance Commissioners Department of Consumer Complaints, you seem to have done all you can do. For others concerned about their yacht insurance, the San Francisco number for complaints is 557-1826. Even if you don't have Phoenix Fire & Marine Insurance Company Ltd, or what was that company, you can at least find out if the company that insures you can do business in this state. Call 557-3848.

Incidentally, we're told it's illegal for any policy to be canceled without at least 15 days notice. Canceling without proper warning is

a jailable offense.

If any of our readers are about to purchase yacht insurance, we recommend you buy from an established agent and from an established company. If the premium is half of what other companies want, the alarm bells of concern should start ringing. If no current survey is required, you should be extremely wary.

∥↑BRAVE SEAMANSHIP

Tropical sloth has overtaken us, which is why we're slow in writing you. Thanks for your comments regarding our standing by Light 'n Up and the Santa Cruz to Santa Barbara Race Committee. They've since given us a little award for "brave seamanship" and vowed to be more supportive of such efforts in the future.

We'd love to have the promised T-shirts for our bold crew.

The Ancient Mariner's Race out of San Diego was terrific. We on Caprice were first-to-finish. The only other Bay Area boat, Bob Griffith's Eventide, also a Lapworth design, corrected out first. (His actual time, incidentally, was 28 hours after us, not three hours.)

The Ancient Mariners Race Committee treated us royally. We had weeks of free berthing before the race and a wonderful reception in Maui. We were greeted at 0200 by a full party with food, music, leis and a bottle of champagne for each crewmember. Every other boat was met with a similar party. Thank you Southwestern and Lahaina YCs for such fine hospitality!

Our message to owners of wooden boats is that the Ancient Mariner's Race from San Francisco to Maui is a great one. It's held

about every five years, and is well worth the effort.

Since Hawaii is not the best place for a 50-foot boat drawing seven feet, Caprice will return to California in September. Hawaii is about the furthest cruising grounds for us because of medical problems, so we'll be content to cruise the coast of California, which we love, or look for crew positions to Mexico.

We've been phased out of about half of the harbors here in the islands — which is about half of nothing! The reception a boat gets in Hawaii ranges from fabulous from the yacht clubs and some individuals to horrid when trying to deal with most state-operated

P.S. The United States Yacht Racing Union has nominated us for a rescue medal!

> Barbara & David Lenschmidt Alameda

Readers — It's now official, the Lenschmidts have been awarded the Rescue Medal by USYRU. Congratulations! Details in Sightings.

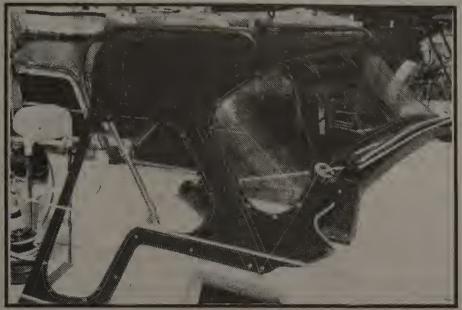
♦ † DISTINGUISHING THE RACER'S FROM THE CRUISERS

I am responding to Latitude's request for ways to identify racers so that cruisers and daysailors can avoid them. I am on both sides of this issue, having raced and cruised extensively here in the Bay as well as 2025 CLEMENT AVENUE ALAMEDA, CALIFORNIA 94501



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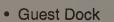
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LETTERS

elsewhere over many years. I, too, have often felt the need to distinguish serious racers from the casual cruisers.

My suggestion is both simple and practical. It is to use the 'R' code flag (for racing) displayed on both the bow and stern of boats that are racing. The 'R' code flag is distinctive and colorful (yellow cross on a red background), not likely to be confused with other flags and pennants, nor does it have a secondary meaning associated with it.

I feel it is important to display such a signal at both the bow and stern because either alone could easily be obscured to another boat depending on the angles of approach and the trim of the sails.

I also propose that these signals be displayed in a prominent manner. Specifically, that a clamp-on bracket be used with a short staff for the flag and that they be attached to the bow and stern pulpits respectively, which would leave them in locations out of the ways of halyards, rigging and crew, and sufficiently away from sails that they should not interfere or be interfered with in any way, including visually from another boat.

A further advantage of locating the flags on the pulpits is that separation will be provided from other flags that are sometimes flown from the backstay when racing, such as class and protest flags.



Are we ready for the 'R' flag?

Enclosed is a sketch of what such an arrangement would look like on a bow pulpit. I hope your campaign is successful.

L. Tiemann Fremont

Readers — We've gotten so much mail on this topic that most of it will have to wait until next month. But obviously, it's a subject that lot of sailors feel strongly about.

♯☆I GAVE A PAPER ON THE RESULTS OF THE EPIRBTESTS AT THE BOAT SHOW

All right, nobody likes bad news, but for a sales clerk at a chandlery to say [Letters, August] that EPIRB manufacturers were "more than a little pissed off" over the results or test methods of the Latitude-sponsored "Great EPIRB Experiment" is not even close to the real situation. Maybe the "strange smile" on the clerk's face should have started some emptors caveating.

When the EPIRB test was designed, Rob Hines of ESL, John Riise of Latitude, and myself were in contact with Westinghouse's author of the satellite location program, ACR's Research & Development manager, and the FCC office rewriting the specs to ensure reliable distress signal location. All these people were helpful, not pissed off.

After the tests were conducted, I gave a paper on the results and test method at the May 1990 Radio Technical Marine Committee Conference in New Orleans. Most manufacturers were present there and none of them had any problems with the test. You really can't argue with results made with HP's 8566B Spectrum Analyzer, the Swan 55 of its field. If anything, the Alternative Test from the RTCMA

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IFTTERS

had a flaw, as was discussed.

The small EPIRB tester mentioned as available at the electronics store was identified to me yesterday by ACR as their false alarm location receiver. According to ACR, it can only be considered a 'functional tester' — does the unit transmit? On frequency? — that sort of thing. This would insure that you would be heard by the Coast Guard and aircraft. The 'Great Experiment' tested the carrier purity, something only the GOES satellites care about when they are trying to get a fix from 100 miles away by subtle doppler frequency measurement. Remember, some pre-1989 EPIRBS passed this test; by law, all EPIRBs made since then must pass it.

Got to go now. A song starting "I feel good . . . " is coming up on Paul Simon's New York City concert. It almost makes you want to move there and try Long Island Sound waters. . . Nah. In any event, if Mr. Einspahr would like, he can contact me at (707) 794-3470 and we can arrange a free test of his EPIRB.

Bob Matreci Iliad Navigation Systems Santa Rosa

♦†'GRANDDAD' WILL HANG IN THERE IF THIS 'OLD GEEZER' HAS ANYTHING TO DO WITH IT

As a long time member (since 1957) of the TransPacific Yacht Club and the Race Committee for the 1991 race, I would like to correct your statement regarding Rocinante. True, the yacht was new to the race. However, Mr. Shinji Ouguchi has had yachts with the same name in the '87 and '89 TransPac races.

With regards to passing inside the Diamond Head buoy instead of outside as called for in the race instructions, I, as Race Chairman personally contacted Mr. Ouguchi regarding this matter. Evidently an error was made, as Mr. Ouguchi had a video tape of the finish that clearly showed the Diamond Head buoy to be on the starboard side of the yacht at the finish. Unfortunately, the Trophy Dinner Program had already gone to press, but proper acknowledgement was made to Mr. Ouguchi'at the trophy presentation.

Perhaps if your staff had discussed the incident with someone knowledgeable, your article would have been more factual.

In May of this year the TransPacific YC had 47 entries for the race, five of whom eventually dropped out for business reasons, leaving us with 42 boats at the starting line. The concept of two starts was twofold: to squeeze together the finish times and to encourage smaller yachts to participate.

I'm sure that "Granddad" will hang in there is this 'old geezer' has anything to do with it.

> Lou Comyns Race Committee Chairman, 1991 TransPac San Pedro

↓↑LIKE FATHER, LIKE SON

Your July item and photograph concerning George Kiskaddon gave me quite a start. But upon reading it, all became clear as I have known George since a little after he cleared Diaper Point — and I was greatly relieved to know that he survived the episode described to sail

My start related to the name — that was his father's name — and to the striking resemblance the photograph bore to his father's features. George Sr. (now dead) was my dearest friend and, amongst other things of note, a remarkable and dedicated sailing man. It's difficult, however, to call to mind another person whose concept of boats and sailing were in such contrast to my own. Fiercely competitive in all his undertakings, a Master of foreign-going U.S. Flag ships in his 20s, George came ashore to found a prosperous and prospering — San Francisco steamship company. He was also large responsible for the founding of the Oceanic Society and can truly be said to be the father of the ultralight displacement boat.

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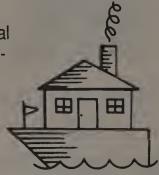
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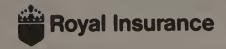
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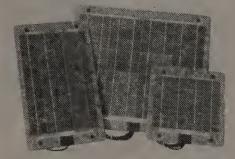


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LETTERS

Stephens, he produced Spirit, which was 33 feet long and, by the standards of the day, of extremely light displacement. Kiskaddon campaigned Spirit extensively (often with George, Jr. as crew, as was Gary Mull, then a Cal student, Mary Crowley and other well-known

Later he sold Spirit to sailmaker Peter Sutter. In pursuit of his dream — a boat to break the New York to San Francisco sailing ship record — he commissioned John Spencer of Auckland to design and build New World, a 65-foot narrow-beamed cold-molded ultralight schooner. (An engine was not even considered until the race rules required one, in which case a token engine was installed.) George sailed New World in many notable events, including, if memory serves me correctly, the TransAtlantic, Bermuda and Fastnet Races. I sailed with him on New World a few times and it was truly an exhilarating experience to steer this vessel at break-neck speeds in a strong beam or following wind!

New World didn't live up to George's expectations with regard to windward performance, however, and the last months of his life were consumed with the parameters of another lighter, faster and better boat. He was fascinated with the ultralight concept. Had he lived longer and been able to undertake its further development, his would have been, I am sure, a revered name in current ultralight circles.

After his death, New World ended up in the Trust Territories where, a few years ago, she burned and was a total loss.

For the many who cherish George Sr.'s memory, George, Jr. bears a hallowed name.

> John V. Walsh Quest II La Paz, Mexico

John — For more on Spirit, see the feature elsewhere in this issue. New World was taken to Micronesia by a good friend of ours, Doug Wilde. She did all kinds of work there, from taking Japanese tourists on day sails to transporting cattle from one island to another. It was only about a month after Capt. Wilde gave up his command that she was wrecked on a reef.

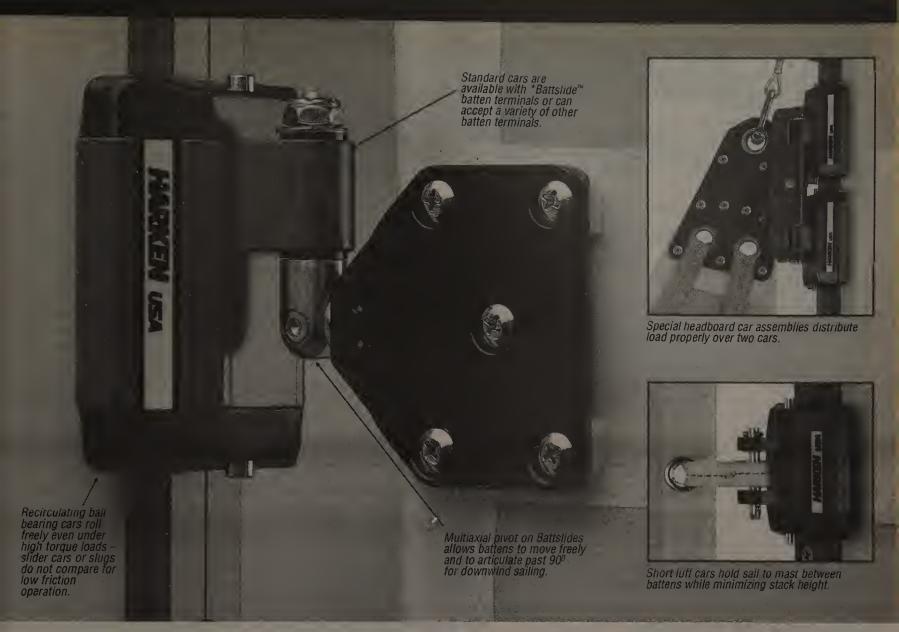
AIT WAS JUST A SEA STORY

I was flabbergasted by Chief Warrant Officer Jorgensen's response in the July Letters to my account of getting Haru Ichibaned in the May Changes. Frankly, I didn't expect any reaction to the account: it was just a sea story. Everyone who goes to sea has a bunch. I received personal comments from others as well, but not like his.

He questioned why I was at sea during such conditions. My response is: Desplte all efforts to avoid it, as the saying goes, shit happens. Perhaps if Mr. Jorgensen checked his world cruising guides he would find the optimum time for leaving Japan for Hong Kong by sailing vessel to be February and March. With this as criteria, we checked with the U.S. Navy Weather Service at Yokosuka Naval Base daily for about two weeks until we found a forecast window that would see us safely through the first 500 miles to milder southern

Unfortunately, our boat travels at six knots and winter storms move at 30 to 50 knots. And this time the Navy blew their forecast. We had to struggle with the results, which were just one more at-sea experience in the log and a good yarn. The thousands of miles we've had at sea in ideal conditions just don't make a story worth the time to tell.

Carolyn and I have been boating together for 35 years now and have accumulated about 100,000 miles over quite a bit of the globe. I hold a Coast Guard Master license and a FAA Airline Pilot certificate, so I do understand command responsibilities. We run our boat a little differently, however. Since Carolyn owns just as much of her as I do (and is a little smarter), she is also the captain. Therefore I didn't unllaterally decide, "... to sacrifice property and potentially even life . . . ". Carolyn and I made the decision together. Likewise,



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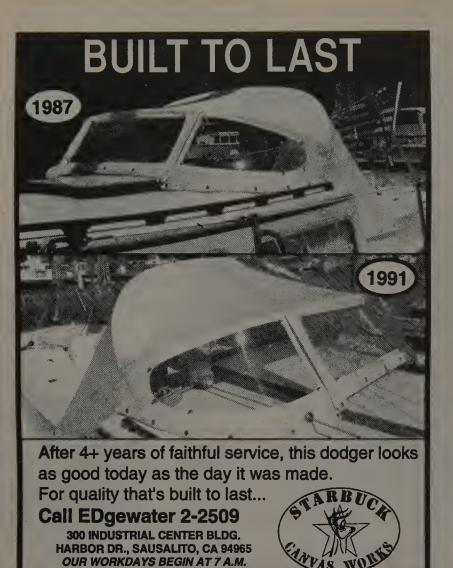
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LETTERS

the one of us who is on watch is in command and makes the immediate underway decisions.

Finally, I got a real chuckle from Warrant Officer Jorgensen's comment: "Mr. Beard's disregard for the old Japanese saying that a warning against departing was foreboding enough. Any good sailor put a lot of stock in those kinds of sayings because they are the product of countless years of experience." I must confess that the "old Japanese saying" is a recent product of my own imagination. The piece I wrote was a letter to a friend who took it to Latitude. My friend and I sometimes take literary privileges with each other (he's a writer). The "old saying" was mine.

I can assure you, however, that all the rest is true. In fact, the few hundred words printed don't begin to describe two weeks at sea In conditions we experienced. But we have been in storms before and since that episode. We know that to survive and enjoy cruising we must keep a sound vessel and navigate her with prudence for, as you know, (a true old saying) "... the sea is unforgiving ..."

Tom Beard Moonshadow, Tayana 37 Kota Kinabalu, Sabah / Port Angeles, WA

UNNOW COMES THE KICKER!

On the evening of Friday, July 19, we left Marina Village heading for Brickyard Cove. Traffic on the Estuary was light, but as we entered the Bay there were at least three ships underway. Around 1830 we were off the Berkeley Pier when we saw a Passport 40 off our starboard bow heading our way. We didn't give it too much thought as he was obviously motoring and we, being under sail, had the right of way. Nonetheless, it soon became apparent that we were on a collision course. I kept waiting for him to alter his course, but then I finally realized that nobody was on deck!

I asked Jean to go below and get our horn so I could alert the Passport that there was traffic ahead. I sounded repeated warning signals, but with no result. We began to wonder if anyone was even on the boat. Finally, the only way to avoid a collision was for me to luff up into the wind — which I did while continuing to sound the horn. At last some guy stuck his head up out of the companionway to look around for whoever it was making all the racket.

Needless to say, we were less than pleased with his total lack of regard in keeping a proper watch on deck. After venting our frustrations at him, we continued on our way. Now comes the kicker—he immediately went back belowdecks.

Mr. Passport owner, if you're reading this, that was a real bone-head stunt on a waterway as busy as San Francisco Bay. We had you in sight for over five minutes and never once did you check what was going on around you. If we had been one of those ships we'd seen earlier, we would have been on top of you in no time at all, and may not have been able to stop or alter course quickly enough to avoid turning you and your boat into kindling.

Now for a commercial announcement. We were going to Brickyard Cove so Jean could attend a sailing class given by Mary Swift of Swift Sailing. Mary really knows her stuff. She spent the entire weekend with Jean out on the water and in the classroom. Jean came away from the experience with much greater confidence in herself. Jean will be going for one more weekend session to continue to build her capabilities. If anyone out there is looking to take a sailing class, Mary is definitely someone to talk to.

Jay & Jean Arianna, Slocum 43 Marina Village, Alameda

Jay & Jean — A number of years ago there was a famous incident in which a couple became enamored with each other while underway on a powerboat behind Angel Island. They put the boat on autopilot and went below to vent their passion. The guy was no 60-second wonder, because the next thing they knew they had slammed into a



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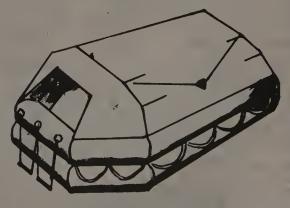
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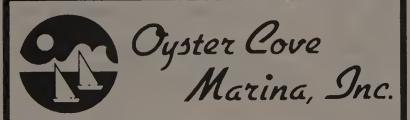
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ship docked on the San Francisco waterfront. Somehow the impact loosed the ship's anchor and it came crashing down on top of the powerboat. Nobody was hurt.

Who knows, maybe it was something like that which kept your friend on the Passport from keeping a proper watch.

UABOAT PICTURES

While sailing on the north side of Alcatraz on the afternoon of July 27, we noticed Corsair with her mast lashed to the deck. We tacked over to see if we could render any assistance. Fortunately, nobody had been hurt, but she was low on gas. We were happy to provide a tow to Sausalito. Perhaps the owner of Corsair would like a photo or two for historical purposes.



'Corsair' calls it a day. Don't try this without insurance — lots of it.

We thought you might also enjoy a photo of the huge cutter Royal Eagle II we saw at South Beach Harbor on June 23. We were motoring by and popped in the harbor to see what belonged to the huge mast. I thought for sure we would have read about her in the August issue, but I guess you missed her. She was truly a thing of beauty.

Each month we look forward to the new issue of Latitude. We feel it's the best sailing magazine published — and we get them all.

Robert Stephens and Debra Savage

Robert & Debra — Thanks for the nice words — and photos.

Corsair lost her rig at the leeward mark of the St. Francis YC's IMS Invitational. She had the rolly-pollies, rounded down violently and sort of did a stem-christy with her spinnaker pole. The mast couldn't take the pressure from the butt of the pole and collapsed. This is just one of several reasons why it's almost always preferable to round up rather than round down.

Royal Eagle II is a 100-foot "performance cutter" owned by American businessman Bob Chilton, who took up cruising when he found he didn't have enough time to race Lightnings, Merit 25s, Quarter Tonners and Shields. He got a Pearson 53 after the hull of his first cruiser, a Taiwanese 44-footer, split open. His first custom boat was the Ron Holland-designed 76-foot Royal Eagle, a boat he and his wife sailed extensively.

In 1988, Chilton had Holland draw him the 100-foot cutter that is now Royal Eagle 11. The international flavor of the yacht is obvious: commissioned by an American, she was designed in Ireland by a Kiwi, had her aluminum hull built in Holland and her interior in England. The builder of record is Camper & Nicholson. She has a 77-foot waterline, a 23 foot beam, draws just under 9 feet with the board up, and displaces 102 tons. Unlike most large cruising boats, she has running backstays, this to permit the use of a smaller section on the 110-foot mast. Her North kevlar/mylar mainsail is one of the largest

Despite her size, she accommodates only 10: six guests in three double cabins and four crew. As you might expect, the Andrew Winch interior is spectacular. The yacht's transom opens at the push of a

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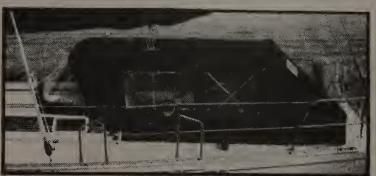


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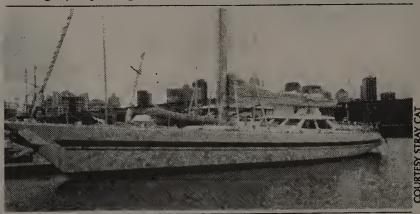
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LETTERS

button to reveal all the dive gear and a full workshop.

A dock neighbor of ours from last December's Charter Boat Show in Antigua, Royal Eagle II is indeed a beauty. While boats such as her



No turkey, this 'Royal Eagle II'.

are rare in California, there's an astonishing number of them in the Caribbean and the Med.

$\ \, \| \uparrow \ \,$ Take the bunch out every 20 years and shoot them

Your excellent — as usual — August '91 issue begs response.

Congratulations on your perceived success with the Regional Water Quality Control Board (RWQCB). However, please note their end objective: ongoing tests and inspections of boats to be funded by user fees. The following applies to the RWQCB as well.

Your approach to the BCDC is doomed to failure because your actions are based on a faulty premise: you believe there is some good faith on the part of the BCDC that permits reasonable people to deal with them logically. Wrong. The sole goal of the BCDC is to expand their jurisdiction, authority, power, budget, and the ability to tax the industry to support their existence.

Unless the BCDC is thwarted, the boating industry will go the way of our once prosperous civil aviation industry. The BCDC needs to involve the public in controversy, which generates measurable "demand" for their "service" of responding to the controversy. That is why they have tackled the recreational boating industry rather than the government and industrial violators of the "Public Trust". To the extent you try to deal reasonably with them, you further their goals.

The only successful way to deal with the BCDC is to threaten their careers, power and budget. Collectively, the beneficiaries of this industry need to identify individual BCDC staffers, their supervisors, and all the elected politicians who deal with them. The message is simple: "If you don't get off the back of recreational boating, we will cut your budget and get you fired". And to the politicians, "If you don't work to curtail the threats these bureaucracies pose to this industry, we will single you out for defeat."

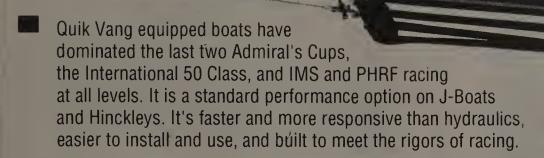
Complaints to the appropriate Civil Service jurisdiction regarding abuse of power / authority is also appropriate. This is a bit more civilized than Mao Tse Tung's suggestion to every 20 years take all the bureaucrats out and shoot them. The BCDC can prevail because this industry has weak numerical support among the public. Bureaucrats and politicians know and are afraid of dedicated special interests, but it takes direction and participation to bring pressure to bear. The mechanics are simple: put those word processors and fax machines to work. I could quote you examples galore, but you better believe that 20, 100, 200 letters or calls at a time really shake their tree

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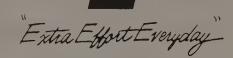
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LETTERS

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A.F.W.P.B.E. — We agree with you completely that the BCDC's goal, like that of old time communism, is expansion and self-enrichment of a dreadful bureaucracy overseen by a bunch of dreary old farts. Sort of like Congress. This business about the BCDC protecting the Bay is, to our way of thinking, merely a pretext for their real goals. The problem is that on the superficial level and for news bites, the BCDC appears to be doing a good job. It's only when you look deeper — their claiming jurisdiction over boats on the grounds they are 'Bay fill', their using extortion to obtain property concessions — that their bureaucratic terrorism begins to become evident. Sure the BCDC has done some good things, but so did Mussolini, who gave Italians punctual train service.

We also agree that the BCDC thrives on the publicity that accompanies controversy. That's why they waste so much taxpayer time and money on infinitesimal problems, such as Forbes Island, that gets them front page headlines. It's also why you never see a newspaper headline where the BCDC demands a reduction in the number of automobiles, citing our car-based transportation system as the "biggest unregulated polluter of the Bay today". They leave such bad news to dedicated groups like Citizens For a Better Environment, who are willing to call a spade a spade and take the heat for delivering

unpopular messages.

We do, however, strongly disagree with you about the Regional Water Quality Control Board. Up until this time, we think they've behaved better than any government agency can be expected to behave. Specifically:

1. They gave the Richardson Bay Regional Agency a generous amount of time, then an extension, to develop a plan to address the various pollution and potential pollution sources in Richardson Bay.

2. They didn't tell the RBRA how they wanted it done; they asked

for the RBRA to present their own plan.

3. Much to the surprise of everyone, Steve Ritchie, Executive Director of the RWQCB, spontaneously put up the money to fund water quality studies in Richardson Bay marinas to find out if indeed there is a problem. Unlike just about everybody else, he wanted to know the facts before he started rattling sabres about a crackdown.

4. The RWQCB is also funding the water quality tests for next

year

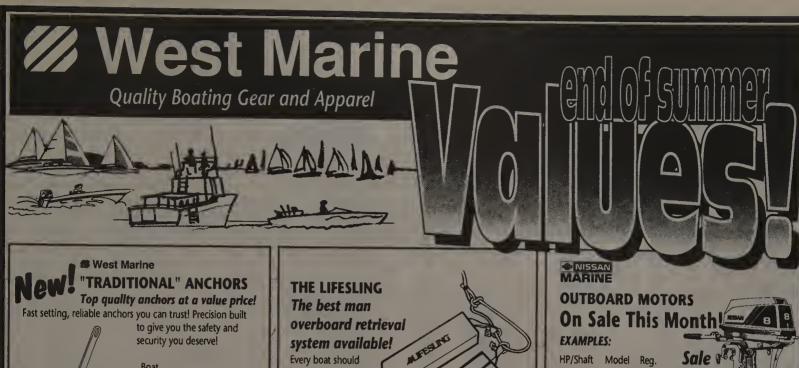
5. You claim that ongoing tests and inspections of boats are to be funded by user fees. This is absolutely nonsense. The RBRA only recommended onboard inspections if the water quality tests came out bad — which they didn't — and the RWQCB agreed with them. But heck, we were more than willing to go along with it, too. We in the sailing industry are not asking to be given a blank check to pollute, just the chance to prove we pollute very little.

As reported last month, tests showed the recreational marinas have very good water quality. As long as it stays that way, neither the

RBRA or RWQCB have any interest in boat inspections.

6. The RWQCB pointedly declined to join the BCDC's multimillion dollar crackpot land-use lawsuits in Sausalito. The Sausalito Planning Commission unanimously approved the Galilee Harbor plan, the Sausalito City Council approved it, the RBRA approved it, but the BCDC decided to again waste taxpayer resources litigating it.

Up to this time the RWQCB has shown an interest in just one thing: clean water. To that end they have been understanding, flexible, willing to put up their own money to determine the extent of the problem, and demonstrated a curiously refreshing 'lets-work-together' attitude. We don't enjoy warring with government agencies, so when a reasonable one comes along, we sure want to try to work with them. And up until such time as they don't deserve our support, we're going to cooperate the best we can.



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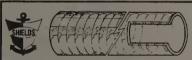


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REF#153 - 1W97



LOOSE LIPS

Taxi crash.

The owner of the yellow R/P 68 Taxi Dancer, Mitch Rouse, sat the last few races out due to business reasons. The good news is that he returned to the race track on August 24-25 for Cabrillo YC's four-race Summer Sled Regatta. The bad news is that in race one, Grand Illusion clobbered Taxi Dancer, driving 18 inches into her hull in the area under her traveller. GI, on port, was ducking Pyewacket, which was screening Taxi Dancer from view. The way we understand it, GI's bowman signalled the helmsman back up on the breeze and they proceeded to perform a textbook, full-speed, no deflection T-bone into the carbon fiber side of Taxi Dancer. The damage is rumored to be around \$30,000.

Welcome back, Mitch.

In the swim.

We took an accidental dive into the Bay about five years ago and are proud to say we haven't been back in since. There's a certain breed of Bay Area resident who can't get enough of our chilly local waters, though, and they'll be back September 8 for the annual Pt. Bonita'Swim. As the name implies, that takes swimmers on a 10K swim from Pt. Bonita to Aquatic Park. (And presumably thence to the emergency ward.) The record, set in 1990, is 1 hour, 25 minutes, 26 seconds. Why are we telling you all this? Because the swimmers each need 'pilot boats', and sailboats make good ones. The only requirement is that your boat be able to go 'swimmer speed'. Each swimmer will also be watched out for by a kayaker. If you're interested in helping out, call the Golden Gate Swimmers at (415) 283-1746.

Sailabration a big success.

The idea was to promote the sport, and that's exactly what was accomplished at Brickyard Cove on July 27. A sort-of 'beyond the boat show' event jointly organized by Brickyard Cove Marine, Passage Yachts, Tradewinds Sailing Center, Sobstad Sails and California Custom Canvas, 'Sailabration' brought out the best in both attractions and attendees. Some examples: spinnaker-packing and lifering-throwing contests, new boats and notable yachts (including a 12-Meter and Open 30) on display, live music, great prizes (including a Jim DeWitt boat portrait and \$1,000 credit toward a new dodger) and pertinent seminars by, among others, designer Carl Schumacher. If you missed it all, go cry in your beer — and plan to go next year.

Not the only one.

A couple of times in the past few months, we've mentioned Hewett as a place you can rent liferafts. In the interests of fairness, we now also note that All West Marine Safety in Oakland is another excellent source for liferaft rental, purchase, advice, service and repair. They also carry other types of survival gear, as well as Achilles inflatables. Their number is (415) 268-9300.

Did you know. . . ?

The increasing speeds of which new sailboats are capable aren't all to the good. Consider: Someone falling off a boat traveling at 6 knots will be 600 feet away in the first minute. At 12 knots, the distance increases to 1,200 feet; at 18 knots (easily attainable by a maxi sled on the TransPac), 1,800 feet and so on. They're numbers worth remembering.

Last anchorage.

Late in the evening of Tuesday, August 7, Stan Cole died of cancer after a fine battle. He lived well past the doctors' expectations, and he lived well, continuing to be active in Island YC as long as he was able.

Stan was both a past commodore of IYC and our cruising chairman. He and his late wife Betzy were avid local cruisers. There are many of us on the Bay who will keep Stan and Betzy sailing with



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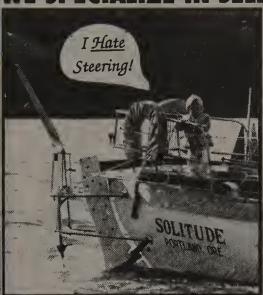
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LOOSE LIPS



and Betzy sailing with us in memory.

I learned to be a better sailor as crew on Whisper. Stan was a brusk, outspoken skipper — but patient, too. He didn't yell at the crew; he explained. And a fine old time he and I had at clubs all around the Bay.

One of Stan and Betzy's favorite places was the Bitter End YC. I like to think that the two of them have finally dropped anchor there — it seems right.

Those of us who sailed with them are a little poorer in their absence, but a little richer for having known them. When we sail by the spot where memorial services were held, we'll smile, we'll wave, and we'll remember.

- tudi baskav

Rot never sleeps.

The National Park Service's C.A. Thayer is the latest historic vessel to go on the 'endangered' list. A recent survey indicated the 96-year-old three-masted schooner currently based at Hyde Street Pier is in dire need of rehabilitation — \$6 million worth. SF National Maritime Historical Park superintendent William Thomas cites a lot of affection for this vessel in hoping that the money will come from local fundraising drives. We hope he's right.

Star light, star bright...

From the August issue of Star Lights, newsletter for the Star Class: Two young men, Spence and Aaron Wike, bought Star 5865 in early March and decided to enjoy a trial sail on Mobile Bay in fairly heavy winds, gusting easily to 25 knots. They were enjoying a thrilling sail until they reached Dog River, where the Mobile Yacht Club is located. There they were stopped by an Alabama Marine Police boat. The initial problem was that they didn't have a current license (an \$11 fine), but they convinced the officers that they had just bought the boat and planned to rectify the license matter shortly. As they were about to be released, one officer asked, "Let's see your lifejackets." Whoa, that's a big one! A \$70 fine — payable immediately! When Spence was reaching for his wallet, his car keys also came out and fell into Dog River. While this was happening, the mainsail snagged the wharf and tore a sizable hole along the foot.

They limped back to the Club, decidedly poorer, and called a friend to bring them the only set of spare car keys. As they live in Pensacola, Florida, that amounted to a 120-mile round trip favor, but essential to their being able to get anywhere at all. Both Wike brothers were working their ways through school and were scheduled to work that night. Because of the delay associated with the events of the day, they were both late and suspended five days apiece from their jobs. Hopefully, things will look up for them in the future. Welcome to the Star class!

Flipping out.

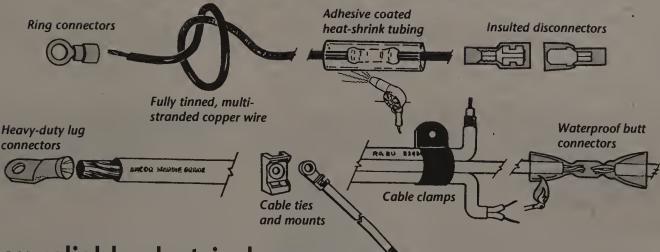
Six trained dolphins spent 10 days in July assisting the Navy and Coast Guard in coastal defense drills last month. (Now that we've whipped the Iraqis, who is going to try and invade?)

The Navy, which stations 137 dolphins, killer whales and other mammals in San Diego, used the dolphins to retrieve equipment from the bottom of the Bay. They would have used divers, but murky Bay waters make it hard to see. Besides, who wants to swim in the Bay?

Rumor has it that the dolphins inadvertently picked up six anchors belonging to recreational boats. If you lost your pick last month, call NAV-YFUN and ask for Flipper.



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REF#153 - 1W97

un-contest non-winners

First off, the 'contest' is over. Please don't send any more responses. Secondly, there never really was a contest in the first place. At the last minute, we simply had to fill another half column of Loose Lips and we had this photo of this guy on a surfboard and to tell you the truth when this thing was written in about five minutes at 4 a.m. and . . . (huge inhalation) . . . well, we felt lucky to even get complete sentences.

Besides, how could you possibly believe there was anything about boating that our esteemed staff really didn't know?

So we didn't really mean it to make an actual contest out of it, for anybody to actually send in explanations, both real and bogus, of what this guy is all about. It was just one of those last-minute, when-in-doubt-offer-them-T-shirts things.

Nevertheless, we received more mail on this subject in one month than we did in six months of the infamous 'knots per hour' or 'Swan Island' debates of a few years back. Some were informative; some were creative; some were even repeatable. All were quite entertaining. Here's a sampling:

Enclosed are the lines to that deceptively simple Hawaiian Fish Board designed by the noted naval architect, Pia Halemano and built by Clark Foam. Pretty cool, huh? Maybe they could be sold in San Francisco as Bay commute

continued next sightings page

that's what we

"We've already received numerous calls from a Latitude 38 article on Clean the Bay/ Delta Day," says Maria Brown of the Center for Marine Conservation, which she says bodes well for the success of this first-time event, planned for September 21.

The Clean the Bay/Delta Day is a spinoff of the popular 'Adopt a Beach' program, which for the last few years had motivated thousands of volunteers to remove hundreds of tons of trash from our beaches. Where possible, careful record-keeping is used to stop further trash dumping at its source.

As many Adopt-A-Beach volunteers were 'beach people' wanting to give back something to the areas they frequented, the CMC decided to see if the program would have the same appeal to that other significant bunch of water users: boaters. So far, interest has been encouraging.



SIGHTINGS

like to hear

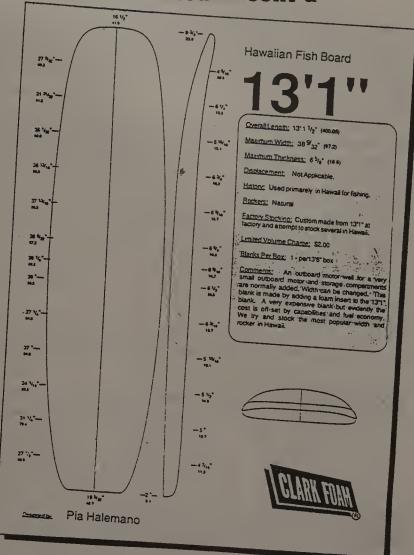
As mentioned, Clean the Bay/Delta Day is scheduled for the morning of September 21. The 9-to-noon hours coincide with low tide. Volunteers will be assigned areas both on and off the water to police for garbage. There will be prizes in all sorts of categories from most volunteers from one yacht club to most beer bottles found. Post-cleanup events range barbecues to boat races.

To volunteer, or for more information on this worthwhile project, call 1-800-COAST-4U. Want to go the extra mile? Take your camera. To help support the program, we'd love to borrow any photos of volunteers at work or unusual trash (especially boatrelated) for possible use in next month's issue. (Our address is P.O. Box 1678, Sausalito, CA 94966.) Be sure to include a self-addressed, stamped envelope so we know how to get them back to you.



last month. The Ala Moana triplets — Shaka Bra to the max, dude!

uncontested — cont'd



boards.

Thumbs up? Either the guy is stoked about the waves at Ala Moana or he's happy he's got a date.

Peter Costello, Santa Cruz

The 'contraption' on page 71 is a poor man's sportfishing machine, although not in the fully-rigged mode as pictured. These things got their start along Oahu's Waianae coast where the leeward side of the island has calm water. I've seen them set up with multiple outriggers, rod holders, coolers, glass-bottom view ports and whatever else the owner could dream up. Guys take 'em well offshore chasing Ahi and other game fish. Usually the engines are pretty small, but the guy in your photograph is really powered up. He probably needs his girlfriend aboard just to keep the bow down and prevent the engine from sinking beneath the surface.

Al Fresco, Makawao, Maui

The craft pictured on page 71 of the August issue is a very common sight in Hawaii and is one of the most efficient fishing machines available.

The locals take an oversized surfboard and mount an engine on the stern. You can watch them off the reefs of Waikiki drifting along with the fisherman looking for fish through a built-in glass-bottom box. When he finds a fish, he uses his rod and reel to lower the bait right next to his targets. They say the 'hit rate' is extremely high.

However, it's obvious that the skipper in the picture you ran was going for something other than fish. There's no fishing gear in sight, nor the little flag that they fly on a three foot stick so mariners such as myself won't run them down while they're staring at the bottom. I suspect the man in the photo was 'fishing' above the surface. Where he found the young lady, I don't know, but we do have some very pretty female surfers.

continued next sightings page

uncontested — cont'd

The 'thumbs up' sign is a signal of his success in the catch. Actually, it's the 'Shaka' sign used locally as a positive indication of happiness and aloha. You will notice that the thumb points up and the little finger is extended downward while the middle three fingers are closed. Then, as an expression of aloha, you waggle your hand.

Ted Beck, Honolulu

The picture on page 71 was obviously of two of the crew of the latest FarrLee mondo grosso mega maxi sled. They are taking a replacement batten out to the boat, which itself is too big to fit into the harbor.

As you can see, the batten is too big to fit into a dinghy, so they just strapped an outboard to one end.

As for the thumbs up,

A. the photographer is on a great looking boat; or,

B. the photographer is with a great looking lady; or,

C. the photographer is a great looking lady; or,

D. a combination of A & B, or A & C.

Jim Moore, San. Jose

Try these:

1. Proof that Elvis is alive.

2. Returning committee boat for the Hawaiian Windsurfing Championships. Thumbs-up sign being signalled to the yacht club indicating no DNF's.

3. Water taxi service for anchor-outs. Operator showing thumbs-up to

competitor because he has a fare with big, uh, tips.

- 4. One of the few remaining early prototypes of the amphibious tandem skateboard. This was the evolutionary ancestor of the terrestrial skateboards commonly seen these days on urban shopping center sidewalks. The early amphibious models were regulated out of the water by local BCDC officials and are now only seen on shore where they're under attack by other organizations. This particular prototype is a classic 1954 board made of North Sandwich Island Palm. Not visible in the photo are the 18-axle, high-tech ABS plastic ball bearing 36 skate wheels for land surface mobility. In this case, the 'thumbs up' is in actuality the operator controlling the hand-held, thumbactuated throttle on their afternoon ride aboard their classic craft.
- 5. Revolutionary charter boat to be placed in service off South Africa by former officers of a Greek shipping line. New, low-freeboard makes it easier for the Captain to abandon ship.

Hey, what can I say? It's been a slow week.

Ray Catlette, Vallejo

This is the Hawaiian style of 'hitching it' on the water. This guy is obviously crew material!

Frederick Arioli, Jr., Mountain View

It's a motorized, self-bailing dive boat. No problem getting on or off (as opposed to in or out). The catch bag is at his feet. He's standing to steer the craft by shifting his weight. He could do this sitting down but it wouldn't be as cool.

The boat also doubles as a beach landing craft for those out of the way beaches — no draft, light weight.

The thumbs-up sign is saying, 'Hey, I'm cool and you're cool for taking a picture of me being cooll

Glen Hogg, Concord

What we have here is an unauthorized photo of the Navy's new SPC—Stealth Patrol Craft. This is your tax dollars at work, folks! Lt.(JG) Yo Brudda is seen holding the stealth steering wheel while Ensign Mae Sitmore enjoys a light lunch in the Stealth galley. As this is a top secret project, I suggest strongly that you destroy all copies of the photo and this letter.

Ray Hall, Na-Zdorovia, South Beach YC

What we have here is the latest technology in photostealthy hard-bottom inflatables. The blow-up portion of the dink just doesn't seem to exist. It does, though. Proof? The manufacturer's name, Zodiak, located high and forward continued next sightings page

page 94



uncontested - cont'd

has the illusion of appearing on the transom of the boat beyond.

The major stud-type dude standing with what appears to be thumbs up has actually just removed the cap from a clear glass bottle of lite beer, which he has firmly grasped by the neck.

Bob Hull, San Leandro

Bart (pictured here giving us the thumbs-up) was once a frustrated surfer. He also owned an outboard-powered inflatable which leaked air worse than a balloon at a cactus growers convention.

Late one Friday afternoon after a particularly frustrating day spent trying to catch some waves, Bart had a flash of inspiration. Working late into the night, he soon had his vision created.

"It's totally awesome, dude," said an excited Bart. "I just go skimming along up and down the beach taking in the sights, if you know what I mean. And if there's a particular sight that interests me (wink, wink) and is close enough to the water's edge, I just zoom and a scoop it up, spatula-style.

"My Friday nights will never be the same again."

Bill Christianson, Chinook, Auburn, WA

The photo in your August issue is obviously a shot of a specialized vessel for the transport of one's honey to the secluded beach below the Diamond Head lighthouse, where a guy gets more than his thumb up.

Michael Welsh, Honolulu

Chee Brah, whats a matta you? You never see one fish'in surfboard? My auntie she tell me catch'um, so I load'em up and head for the surf. Take one cooler, one beach chair, one fish'in pole and one wahini. Good fun — try'em! I give you one shaka brah sign but you no can see da kine pinkie. Next time you here, see me. I show you how to do'em.

Thomas Keller, Honolulu

And finally, yeah, if we said it, it must be true. The winners of the contest that never was are Ted Beck (for the best real explanation) and — a hard choice — Jim Moore for the best bogus tale. No, make that Bob Hull. Oh hell, it's a tie. T-shirts are on the way.

what cost beauty, what price pride? — the hawaiian chieftain

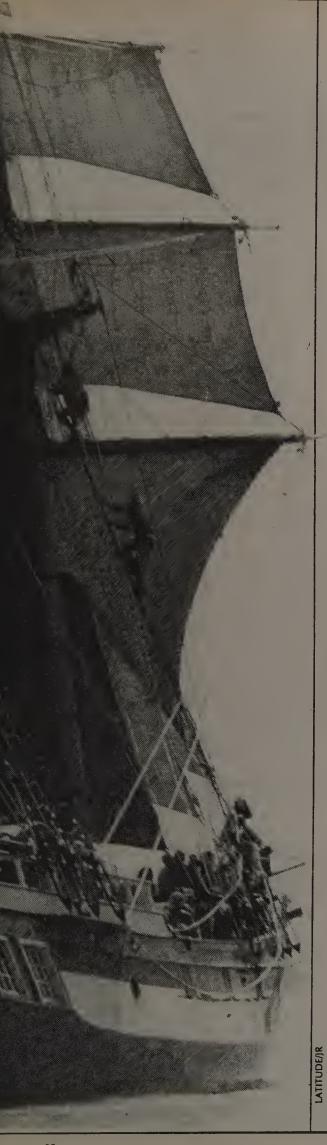
If Larry Dorcy of Woodside could find the guy who said that a sailboat is a hole in the water into which you pour money, he'd probably buy him a beer. It would have to be a cheap one, though, because Dorcy doesn't have much left after eight years of pumping \$1.4 million into the 103-foot (65-foot on deck) gaff rigged topsail ketch *Hawaiian Chieftain* now berthed in Sausalito. For less than half that amount (\$600,000) you can buy the 65 ton vessel with design roots in the 1700s.

"I sold my house and my Duesenberg (one of 300 in existence) to pay for this boat," says Dorcy. "Both the house and car have since increased in value, but the boat just keeps depreciating."

While others may have given up such a massive undertaking early on, Dorcy has to be credited with perseverance even if he lacked financial acuity. A retired Air Force veteran, Dorcy, 56, decided to commission the ship as an adventure. Original estimates put the price tag at \$250,000, but Dorcy soon discovered that amount was just the beginning.

Around March, 1985, the Hawaiian Chieftain became a landmark along the Kahoma Stream in Lahaina, Maui. Dorcy had planned to use the vessel for inter-island trade, bringing fruit from Molokai to Lahaina or Honolulu, and for taking out fishing parties. Getting it launched proved to be a major challenge, and it wasn't until the Army Corps of Engineers threatened to charge a fine for holding up the widening of Kahoma Stream that Dorcy succeeded. With 3,000

continued next sightings page



hawaiian chieftain — cont'd

tourists and locals cheering them on, the boatbuilding crew got her in the water on June 12, 1988.

Two years later, the boat sailed to Tahiti and back, and was then delivered to Sausalito last August. Since then, she's been rerigged and competed in last spring's Master Mariners race. Built for comfort and not for speed, the Chieftain can hit a top mark of 10 knots, but that's in the open ocean with lots of room to build up momentum.

U.S. Coast Guard-rated for 49 passengers, the vessel has sleeping quarters for 11. Dorcy says you need an experienced crew of five to nine to sail the boat. He feels it would be ideally suited for the Caribbean or San Diego where the sailing season is longer and tourists would dig the idea of going out for a pirate cruise.

But that's up to the new owner. For Dorcy, enough is enough. Recently diagnosed with prostate cancer, he has more important things to worry about these days.

"The sincere sailing people say the boat is beautiful," he says, "but it came at a price. I learned the hard way why people don't build ships like this any more."

- shimon van collie

mistral worlds

The largest one design boardsailing event in the country this year took place off the host St. Francis Yacht Club from August 11 to 17. A fleet of 179 sailors from 22 nations took part in the 11th Mistral World Championships. Many called it one of the best regattas they've ever attended, either sailboarding or sailboating.

The fact that the St. Francis, a bastion of traditional yachting, rolled out the red carpet for 'stand-up' sailors is noteworthy in itself. The club has actually been quite progressive in the area, thanks to the efforts of people like race manager Matt Jones and club members John Callahan and Paul Heineken, both of whom come from sailboat backgrounds.

"We sort of threw this event out as a challenge to the rest of the yachting community to recognize that sailboarding is the wave of the future," says Heineken, who took second overall in the Middleweight Masters division.

Bay Area boardsailors haven't been strong on one design racing since the demise of the original Windsurfer, preferring to go all out in the development classes. But the locals certainly held their own against some outstanding competition at the Mistral worlds. Pete Lind of Woodacre topped the highly competitive Grandmasters division for sailors over 50 years old. The victory follows his win last year as the U.S. Boardsailing Association national champion. Not bad for the general contractor who took up the sport seven years ago at 45 after a successful career racing Bear Boats.

"I'm just elated," said Pete. "I did nothing but practice for two months. Even so, the guys from Finland were really tough once they figured out the local conditions."

John Callahan of Piedmont, who pretty much has his way with our local sailors, found competition in the Lightweight Men's division pretty tough.

"Mike Gebhard (1988 bronze medalist) is unbelievable!" says John, who ended up a respectable fifth overall. "Watching him do freestyle, it was like he was one with the board. He could tack faster than anyone, too."

Also of note from the local perspective was Jim Johnstone's performance in the 'course slalom' segment. Sailing the 10-foot slalom board on a triangular course, the Belvedere sailor aced the Middleweight Men's fleet. Overall, he fell back to fourth behind the Europeans, who excel at long board course racing.

San Francisco's Larry Murphy had a character-building regatta in the Grandmasters—he ended up 8th out of 12. He did have a thrill one morning when he asked a blond-haired young man to help him zip up his wetsuit. Something about the fellow with the deep-set blue eyes seemed familiar, prompting Larry to ask, "You're the Kailua Kid, aren't you?" Hawaii's Robbie Naish, perhaps the greatest board-sailor ever to uphaul a sail (and one of Mistral's long time team riders who was here to promote his sponsor) just smiled and nodded. The rest of Larry's day just kind of paled in comparison.

- shimon van collie

Either lots of people have decided to leave the country before state and local governments take <u>all</u> their money in taxes, or a lot more than usual are planning on going cruising. How else to explain the sudden surge in requests from readers wanting to contact the Seven Seas Cruising Association? For those of you who simply want a mailing address, it's 521 South Andrews Ave., Fort Lauderdale, FL 33301. Readers interested in finding out more directly what SSCA is about might want to mark their calendars with the following date and times. . .

The San Francisco Seven Seas Cruising Association will hold a half-day party on October 5, 1991, at Coyote Point YC (1820 Coyote Point, San Mateo). The day will be broken up as follows. From 1 to 6 p.m., there will be an 'Information-Rama' with exhibitors showing cruising gear and



SIGHTINGS

party

experienced cruisers holding informal seminars — the latter including San Francisco Commodores Stan and Caren Sutton. They left San Francisco aboard their Westsail 43 as a couple and returned eight years later as a family with two daughters. Stan will host a discussion about building your own boat; Caren will discuss cruising with children.

A no-host cocktail party follows from 6 to 7 p.m., with dinner from 7 to 8. A slide program - "Cruising the South Pacific on Synergy" by Associate SSCA members David Cohan and Sharon Jacobs - starts at 8 p.m. This multi-media presentation will chronicle their cruise from San Francisco to the South Pacific and back.

An added attraction to the day will be SSCA Commodore's Bulletin editor Marilyn Young, who will be flying in from Florida to

continued middle of next sightings page

mistral worlds - cont'd

MISTRAL WORLDS RESULTS

Lightweigh (Men: 1) Mike Gebhard, Fort Walton Beach, FL; 2) Simon Bornhost, Great Britain; 3) Kurt Schumacher, Sanford, FL; 5) John Callahan, Piedmont; 43) Kevin Dale,

Middleweight Men: 1) Ricardo Giordano, Italy; 2) Wim Opten, Netherlands; 3) Tim Ratzlaff, Germany; 4) Jim Johnstone, Belvedere; 6) Gregory Fowlkes, Los Altos; 11) Timothy Dunlap, SF; 13) Chris Radkowski, Palo Alto; 17) Tetsuya Ura, Kentfield; 19) John Radkowski, Palo Alto; 22) Adam Darriau, SF.

Heavyweight Men: 1) Julian Anderson, Great Britain; 2) Andy Morell, US Virgin islands; 3) Hakan Mann, Sweden; 6) Skip Boman, Benicia; 8) Chip Wasson, Berkeley; 14) Bill Martinson, Cupertino, 15) David Berntsen, SF; 23) Bryan McDonald, Berkeley,

Women: 1) Jayne Fenner, Sarasota, FL; 2) Sigrid Rondelez, Belgium; 3) Elena Giolai, Italy; 16) Marlene Noble, Hayward.

Juniors: 1) Anthony Vroman, Belgium; 2) Jody Barnett, Corpus Christi; 3) Aldo Ancona, Mexico; 16) David Belden, Palo Alto.

Lightweight Masters: 1) Don Seymour, Playa Del Rey; 2) Jeffrey Scott Jones, Long Beach; 3) Alan McLaughlin, Portsmouth, RI; 4) Charles Hosey, Cotati.

Middleweight Masters: 1) David Stanger, Folly Beach, SC; 2) Paul Heineken, Larkspur;

3) Mark Ingino, Stevensville, MD; 13) Keith Bromberg, Palo Alto.

Heavyweight Masters: 1) Anders Smeds, Finland; 2) Kevin Gratton, Fond Du Lac, Wi;

3) Gregory Willcocks, GB; 9) Ed Williams, Hayward.

Grandmasters: 1) Pete Lind, Woodacre; 2) Olof Sundell, Finland; 3) Masao Abe, Canada; 8) Larry Murphy, SF; 12) Bitsy Patterson, Tahoe Vista.

Freestyle: Mike Gebhardt (men) and Jayne Fenner (women).



no problems, just solutions

People remark to us constantly how they wish they could be creative as we are here at Latitude. We, on the other hand, don't think it's anything special. In fact, in our heart of hearts, we know most people are capable of more creativity than us most of the time. For example, you should hear all the marvelously creative excuses people have told us over the years for why they've never gone cruising — and probably never will.

But the people who go cruising are the ones who really prove our point. It takes a lot of creativity — not to mention sacrifice and guts — to actually make a cruise happen. It takes overcoming a lot of obstacles, and developing a hard-

earned skill for turning problems into solutions.

Ralph and Kathleen Neely of Santa Cruz know all about those things. And though they'll deny it, in our book they're something special even among cruisers. When they decided to see the world from the deck of a small boat, it was with the knowledge that Kathleen had been confined to a wheelchair since she was a young girl.



ssca - cont'd

host a table on current SSCA information and publications.

Paid reservations for the dinner must be received by October 1. Send a check or money order for \$14.50 per person to Ginger Gardner, 660 Harvard Ave. #53. Santa Clara, CA 95051 if you plan to attend. Those wishing to attend only the 'Info-Rama' and seminars should also send their names to Ginger so they can be placed on a park entrance list and avoid the \$4 park entrance fee at Coyote Point. Anyone interested in helping with the seminar (or in more information) can contact Ginger at (408) 296-7406.

The Seven Seas Cruising Association was continued middle of next sightings page



no problems - cont'd

began spending his down-times haunting local ports around the world, checking out boats and designers. The couple finally decided on a 45-ft Paul Whiting design and in 1975 had Neeleen shipped to the States.

They spent the next 14 years sailing locally and outfitting the boat for their particular needs, which in this case included a stern-mounted wheelchair hoist, special head facilities and companionway lift. Particularly innovative is the wheelchair hoist, which utilizes the radar arch, a windshield wiper motor and a Ronstan traveller on a davit bar. The arrangement makes Kathleen's transfers to a dinghy or dock a breeze.

Sitting around the cockpit of Neeleen on a pleasant afternoon, however, the Neelys tired of our 'line of questioning' after only one beer. Now veterans of two years cruising the Caribbean, the stories they would prefer to tell are those of any cruiser: the people they've met, the hard passages, the plans to continue on down to Venezuela, Panama and beyond.

To cruise with a handicap, "It takes a good boat and a good husband," said Kathleen with a note of finality. Okay. All we might add is the right spirit and quite a bit of creativity.

- john arndt & latitude 38

bombs away

Picture this: A boater goes down to his marina, spots a strange-looking object by the dock and — yes, this is the '90s — immediately concludes it's a terrorist mine meant for the Navy base next door. He calls the harbormaster, who calls the police, who call the bomb squad, who evacuate the area, seal off the marina and discover — could we have guessed? — that it's not a mine at all. At least, not a real mine. Turns out the Navy is doing some kind of war games stuff using dolphins to detect fake mines dropped in the Estuary by fake terrorists, and one of them apparently escaped detection. What? Dolphins? Oh, let's everybody go crazy again: exploitation! cruelty! controversy!

The preceding is a) The plot of a new Mel Brooks movie; b) a Saturday Night Live skit; c) probably what really happened in an East Bay marina in

Well, as you may have already suspected, the answer is 'C'. There really was a strange object sighted at Alameda's Grand Marina. The police and bomb squad really came, the evacuation really happened. The only part of the story we couldn't absolutely confirm was that the object was one of the fake mines. Both the Navy and Alameda police were being tight-lipped about that one "until the investigation was completed."

Environmentalists and animal rights people were the ones going crazy about the use of dolphins. How did evacuated boaters react? How else — they went and had a 'bomb party' at the local tavern.

mexico only crew list

We saw the Nitty Gritty Dirt Band at the Sonoma County Fair recently and you know, somehow they reminded us of us. Not the rich and famous part, to be sure. But they've been 'partners, brothers and friends' for 25 years and think about this — have had to sing Mr. Bojangles twice a night for every night they were on stage during those two-and-a-half decades. That's a lot of times. Total it up and Mr. Bojangles has probably consumed years of their lives. Yet they still really get into the song; really enjoy it.

We feel the same about the Mexico Crew List. This is the tenth year we've been doing this annual feature, and when you figure we do two write-ups for the Mexico Only Crew List forms (the first appeared last month), one for the Racing/Cruising forms and then for three separate crew lists — Mexico in the fall, Racing and Cruising in the spring — well, you begin to see what we mean.

It all begins to sound a bit the same.

But just like the Dirt Band with Mr. Bojangles, Jagger with Satisfaction or Paul Simon with Sounds of Silence (all good friends of ours, by the way) we still get a pretty big kick out of it all. And you know why? Because of the response from you guys. Not only do you continue to make all our yearly Crew Lists something to be proud of, but more and more letters arrive over the

continued next sightings page

mexico crew list — cont'd

seasons from people who, because of the Crew List, have made something more of their lives through sailing. That's worth a whole bunch of encores.

Anyway, here's your second shot at taking part in the Mexico Only Crew List. All you have to do is complete the forms on these pages, send them in by September 15 with the correct advertising fee(s) and we'll do the rest. Your names and contact numbers will appear next month in the October issue, along with a code delineating the talents, desires and skills you mark here. Then it's simply a matter of call or be called. If you're looking for a boat upon which to crew to Mexico, you call people under that part of the listing. If there are skippers looking for crew, it's likely that several of them will be contacting you.

But before you delve right in, in the immortal words of Dan Akroyd in Twilight Zone, the Movie, "Do you want to see something really scary?" Then check out the disclaimer we're required to run with every Crew List: The Latitude 38 Crew List advertising supplement is intended for informational purposes only. Latitude 38 does not make or imply any guarantee, warranty or recommendation in regard to the character of individuals who participate in the Crew List, or the condition of their boats or equipment. You must judge those things for yourself.

It's not really as bad as it sounds. But this is reality. Not every boat's going to perform like an America's Cupper, not every passage is going to be comfortable, not every port's going to be barrels of fun and not every skipper and crew will get along like, well, partners, brothers and friends. Cruising requires attitude adjustments and the acceptance of responsibility for your

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2. W 3. Sc 4. R MY EXPER 1. L 2. E 3. C 4. F I CAN OF 1. 1 2	ittle or none. Bay. Coreign cruising.

own actions. Believe it or not, some people consider those as negative aspects. For those of you among them, you've been warned.

From the serious to the fun: Everyone who is going cruising to Mexico, continued next sightings page

founded in 1952 by liveaboard cruisers in San Diego. Today, there are more than 4,000 members worldwide. The goal of SSCA is to share cruising information through seminars and members' letters that are published each month in the Bulletin. (Editor's Note: If you like our 'Changes in Latitudes', you'd love the Bulletin.) The San

safety at

On a semi-related subject, the ambitious Safety At Sea seminar kicks off next month, too. October 5 is the date for the day-long program; Fort Mason Center's Cowell Theater is the place.

The seminar is designed to make both local and long-distance cruising safer for all mariners. It will combine excellent speakers with multimedia presentations, on-the-water demonstrations and gear inspections. Included in the program:

* Voyage Preparation — The essentials of a well-founded cruising boat and crew, given by Capt. John Bonds (USN-ret.).

* Offshore Safety Equipment — From the basics to the latest gear available. Chuck Hawley, West Marine Products' marine safety expert, will give this one.

* EPIRBs/Radio — How emergency rescue radio and communications equipment works, along with the latest developments in the field. Given by Rich Wilde of Cal-Marine Electronics.

* Liferafts — Mike Hewitt of Hewitt Marine will discuss selection, stowage and deployment of this important piece of equipment.

* Medical — You won't learn any brain surgery, but you'll get a good idea of how to treat the most common medical problems at sea. Speaker Dr. Donald McGillis developed the college course, Medicine at Sea.

* Firefighting — Sharks, people

race for

Nothing brings the diversity of the sport we call boating to the fore quite like the annual Race to Preserve Historic Ships. On Saturday, September 7, the largest fleet of state-of-the-art offshore powerboats ever assembled on the West Coast will shred the Bay, with the money raised going to help preserve some of the oldest vessels on our coast

The dichotomy seems to work. In this, its sixth year, the event is bigger and splashier than ever, with festivities planned on both 'coasts' of the Bay.

SIGHTINGS

cont'd

Francisco SSCA party is a chance for cruising people to meet and share information. Everyone from circumnavigators to would-be cruisers is welcome. SSCA members please send or bring a picture of your boats for a bulletin board display.

— ginger gardner

sea seminar

overboard, holes in the bottom — of all the things that can go wrong 'out there', an uncontrolled fire is our personal worst nightmare. The Coast Guard's Training Team 1 will discuss the most common causes of fires aboard and how to fight them. Includes outdoor demonstrations.

* Search and Rescue — Specifically, how to increase your chances during a rescue operation. Also given by the Coast Guard, this talk will include an outdoor demonstration of a helicopter search and rescue operation.

* Storm Tactics — This will be a panel discussion of seamanship in storm conditions with Capt. John Bonds acting as moderator and deepwater sailors Warwick 'Commodore' Tompkins, Peter Hogg and Mark Schrader sharing their expertise.

The Safety At Sea Seminar was created and is sanctioned by the United States Yacht Racing Union (USYRU) and Cruising World magazine. This is the first time the seminar will be given in the Bay Area. Sponsors include the local chapter of the Cruising Club of America (CCA), PICYA and Sailing Education Adventures (SEA).

The \$40 (by mail) or \$45 (at the door) registration includes a box lunch. For more information and/or a registration form, contact Jane Piereth of SEA at (415) 775-8779.

historic ships

First, on September 6, the fleet of 40some boats capable more than 100-mph will gather for public viewing in the Berkeley Marina. At noon, the Chamber of Commerce will sponsor the Marine Street Parade.

Race Central on the City side of the Bay is Gabbiano's Restaurant, down near the Ferry Building. Saturday, the 7th, kicks off at 9:30 with a racers' brunch and silent auction of marine merchandise and race memorabelia. The racing starts at 10:30. Beginning at noon will be an Historic Ship Parade, featur-

continued middle of next sightings page

mexico crew list — cont'd

whether you take part in the Crew List or not, is invited to the Latitude 38 Mexico Only Crew List Party. This will take place at the Sausalito Cruising Club on October 2 from 6 to 9 p.m. Per usual, we'll supply some sort of munchables, the yacht club will provide the no-host bar and you guys are in charge of crowd control. Get there early if you want anything to eat because it goes fast, and hang on to your ticket stub because we'll be raffling off some T-shirts.

As we said, you don't have to be on the Crew List to get into the Party, but if you are on the list and can point out your name in the October issue to the folks at the door, you get in free. If you're not on the list, it's \$5 at the door no matter if you're a boat owner or crew. See, another incentive for boat owners to get in their crew list forms — you save \$4. Oh, and one more thing about the Crew List party. Please have exact change at the door. If you don't, you're on your own. We take absolutely no responsibility for any of the things our faithful door person has said she might do to the first guy who wants change for a \$50 bill. None of them are pretty.

Okay, final tip time. The forms are pretty self-explanatory. We do need to tell you that we can only accept one per person, though, so if you need more, run these pages through the local copy machine. Or you can send a self-addressed, stamped envelope and a buck and we'll send you some more.

I NEI	ED CREW FOR MEXICO
NAME:	
AGE:	SEX:
PHONE/ADDRESS:	
BOAT TYPE/SIZE	
1. For the trip do	own.
3. Sea of Cortez 4. Return trip up	Sail Week (Raia Ha-Ha)
MY EXPERIENCE IS:	. 4444
1. Bay. 2. Ocean.	ENCLOSE
2. Ocean. 3. Foreign cruisin	ng. \$1
AM LOOKING FOR:	THE STATE OF THE S
1. Enthusiasm - e	xperience is not important.
Crew responsi	perienced sailor to share normal
	ruiser who (a) can share navigation and/or kills; (b) who can show me the ropes.
rocal vilowisa	ge, someone who: (a) has a
4. Companionshir	and Spanish. O: (a) Female: (b) Mala: (a) airt
2. JOHNSONE M NE	SID Me bring boot book we also as a
of someone to he	lp me trailer a boat up/down the coast.
	The daner a boat up/down the coast.

Secondly, the due date, **September 15** is very important. We can't accept any forms submitted after that.

Third, it's become customary for women crew listees to go by first names continued next sightings page

mexico crew list — cont'd

only, and if possible, to use an answering service or post office box for a contact — just to be on the safe side. Finally, and perhaps most importantly, be honest when filling out the forms. Other people's lives may one day hang on the skills you claim here; please don't take it lightly.

Next month, the completed Mexico Only Crew List. In the meantime, check out the second installment of our Mexico Debriefing article in this issue.

in-the-water boat show

Before we had kids, one of our favorite things about September was the Northern California Marine Association's (NCMA) In-the-Water Boat Show in Alameda. Oh, it's still right up there in the top five, but these days few events the whole year hold a candle to the beginning of the new school year. Papillon couldn't have felt more liberated when he finally made it off Devil's Island.

Whether you're parents or not, the 19th Annual Fall Boat Show at Marina

Village September 14 through 22 comes highly recommended.

This year, there will be more than 300 boats on display, including trailerables, cruisers, luxury yachts and sportfishing boats. Of course, most of those will be environmentally-incorrect hydrocarbon emitters. Despite 'real' boats being in the minority, however, there will still be enough sailboats around to satisfy most any hull-kicker for the afternoon. Of special note is the unusual number of multihulls represented. And we're not talking just Hobie Cats. There's been a definite surge of interest in multis in the past couple years, and that trend will get some airplay at the show. Among production boats represented will be the now pretty-well-known F-27 trimarans, the newto-the-Bay (and aimed at the F-27 market) Dragonfly, the PDQ 36 and the Gemini 3200. For the ultimate in power, grace and speed on the Bay, the special-attraction display boat this year will be Peter Hogg's 40-ft ocean-racing trimaran Aotea. Don't leave without checking it out.

And while we're on the subject of mandatory attractions, be sure to give the Amphi-Ranger a once-over. Just as this Jeep-ish looking amphibious vehicle is equally at home on the road or in the water, it's also simultaneously the perfect gift for the man who has everything and the ultimate protest against bridge toll increases. When you drive an 'A-Ranger, you don't need no

stinking bridges, mon.

And booths. There are going to be lots of booths, even some donated by NCMA to several different environmental groups to help promote Clean the Bay Day on September 21 (see elsewhere in Sightings for more on that).

Over the last few years, we've actually haunted the booths under the big top more than the boats themselves. Why? Because many of the booths are staffed by factory reps or the people who build the product — folks who really know what they're talking about. No matter if we're talking to engine people, watermaker folks, sailmakers or whomever, we always learn a lot every year at the booths.

And speaking of haunting the big top, we're shifting to a 'higher profile' (god, we love that yuppie talk) at this year's show. First off, we're actually putting editors into the watch system. So if you ever wanted to actually meet the fools. . . er, people. . . who put all this wonderfulness together for you every month, the boat show's your big chance.

The second part's even better: Thanks to some gracious advertisers, we're raffling off a couple of prizes so far, and maybe more by show time. One is a half-day of sailing aboard a 35-ft boat on Monterey Bay, courtesy Pacific Yachting Unlimited of Santa Cruz; the other's an overnight stay on a 35-ft sailboat from Boat and Breakfast USA, which provides bed-and-breakfast type accomodations aboard boats at three different locations on the West Coast. To submit your entry, stop by the booth and fill out an entry form or fill out the form in this issue and bring it by.

Also check out the book of discount stubs you'll receive at the door. We'll have one in there for 25% off our ever popular T-shirts and brand-spanking new ball caps, which should go for about \$9 apiece with the discount (\$12 without). We'll also have the usual bumper stickers, subscription forms, back issues, smiling faces, good intentions, and a partridge in a pear tree.

Show hours are 12 to 7 p.m. weekdays, Saturdays 10 to 7 and Sundays 10 to 6. Admission is \$6 for adults, \$3 for kids 6-12 (if they're not — heh, heh — cont'd next sightings page

historic ships

ing many of the classic yachts of the Bay's own Master Mariners fleet led by the state tallship Californian. Following the parade, the focus shifts back to the East Bay, where the public can once again view the race boats and meet the teams in person; followed by the awards ceremony and barbecue on 'Racer's Square' at the Berkeley Marriott.

There are four ways the public can

support this fundraiser:

- 1) Purchase a \$35 Champagne Brunch ticket for Gabbiano's (\$10 of which goes to the Pacific Coast Historical Ship Committee). In addition to a tasty buffet, you get a ringside seat for the beginning and end of both the powerboat race and classic boat parade. The restaurant can be reached at (415) 391-8403.
- 2) Purchase a \$35 ticket to the Horn-blower special parade cruise (\$5 of which goes to PCHSC). This includes a brunch, watching the race and participating in the historic ship parade. Call Hornblower Dining Yachts at (415) 394-8900 for more.
- 3) Donate marine merchandise to be auctioned off at the Gabbiano's Brunch. All proceeds from this function go to PCHSC. For more on this, call Ward Cleavelend at (415) 283-2249.
- 4) Simply donate directly to the Pacific Coast Historic Ship Committee, care of San Francisco Federal, 99 Post St., San Francisco, CA 94104.

The PCHSC is made up of four non-profit

cars pollute

"The biggest unregulated polluter of the Bay today is our oil-powered transportation system." So said Greg Karras, director of Clean Bays and Coastal Waters, which is part of the 25,000 member Citizens For a Better Environment.

It's long been known that the Bay Area's millions of cars pollute more than just the air. The dust on the roads is covered with lead from leaded and even unleaded gasoline, cadmium from tire wear and hydrocarbons from leaking oil. Streets and parking lots are blanketed with oil, grease and other spooge.

When it rains, most of this pollution finds its way into the Bay via storm water runoff. Unlike the water in sanitary sewers, most storm water run untreated into the Bay.

not a

Oregon resident Kenneth Ursich was critically injured in a water skiing accident on the Delta in mid-August. He hit the bank at high speed on the Mokelumne River near Giusti's Marina. Coast Guard Station Rio

SIGHTINGS

race - cont'd

organizations: the Dana Point-based Nautical Heritage Society which, among other things, owns and operates the tallship Californian; the San Francisco 1992 Columbus Quincentenary Jubilee Committee, which (how did you guess?) is charged with organizing the west coast celebration of this nationwide event which next October will celebrate the 500th anniversary of Columbus' discovery of America; the Master Mariners Benevolent Association, which started out 125 years ago taking care of families of sailors lost at sea and today oversees the care and preservation of some 100 privatelyowned historic yachts; and the Sausalito Tallships Society, which hosts visiting tallships, sponsors cadets for the Californian, and runs the Vintage Boat Show at the Bay Model every October.

If you just want to enjoy the show, the Embarcadero, Pier 39 and Crissy Field should make excellent landlubberly viewing sites. Whether you plan to watch from the water or not, be aware that there will be a rigidly enforced perimeter all around the powerboat course until at least noon. The course runs two or three laps from the Ferry Building, along the cityfront and outside the Gate to an approach buoy and back. Please don't challenge the Coast Guard on this. With the race boats hitting better than 100 miles an hour in the Bay (and slowed to about half that by the Potato Patch), you wouldn't be T-boned, you'd be hamburger.

more than boats

How bad is the effect of oil-powered transportation pollution on the Bay? The report prepared by Citizens For a Better Environment claims it's equal to the water pollution that industry discharges into sewers.

"Motor vehicle pollution is killing Bay Area residents, destroying San Francisco Bay and costing us billions," stated Julia May, director of the California Clean Air Program.

So what are people supposed to use to get around the Bay? The Citizens For a Better Environment endorse mass transportation and car-pooling. We prefer travelling by the environmentally friendly force of the wind. How about you?

bad joke

Vista and Walnut Grove Fire Rescue responded to a call from the sailing vessel Yorkshire Rose whose crew witnessed the accident.

cont'd center of next sightings page

boat show - cont'd

in school) and free for little ones under 6. For more information, call (415) 292-3210.

snipe hunt

Junior sailing in the U.S. has really taken off in the last few years. And here in the Bay Area, we're definitely pulling our own weight and then some. Former and current local juniors are making their marks in virtually every facet and level of the sport.

The Bay Area Snipe fleet hopes to enhance that trend starting next year. Beginning in January, Fleet 12 will sponsor the Snipe Junior Challenge, a 10-regatta series that will send the two best junior teams from Northern California to the Junior Nationals in Alamitos Bay (Long Beach) in August. A similar program run by the St. Petersburg, Florida, Snipe fleet recently put juniors in the top two spots at this year's competition in Annapolis.

"One of the Challenge's goals is to get each of the four major junior programs around the Bay to sponsor two teams apiece," says Vince Casalaina, one of the directors of the project. "So far, I've made presentations to the Richmond and Encinal YCs, and I've been in contact with San Francisco YC. A presentation was also made to the St. Francis YC by Ron Young. All of these clubs have shown great interest and I expect six to eight teams of juniors to join us this year."

A couple of the nice aspects of the project are the opportunity to build teamwork skills, and being able to rub elbows with some of the top dinghy sailors in the world.

"Junior programs do a tremendous job of teaching boat handling and



tactical skills in El Toros or Lasers," says Vince. "And because those are singlehanded boats, there's a tremendous feeling of personal accomplishment that comes when you win.

cont'd next sightings page

snipes — cont'd

"With the Snipe Junior Challenge, we're offering the added dimension of doublehanded racing, where teamwork and coordination are what win races."

Because the Junior Nationals are sailed the week before the Snipe National Championships each year, juniors taking part next August will get to meet such notables as Allison Jolly, an Olympic Gold Medalist in Women's 470s and yachtswoman of the year who raced a Snipe as part of her Olympic training. Star silver medalist Mark Reynolds and Mens' 470 Bronze Medalist John Shadden are others who have placed in the top three at Snipe Nationals in

Why are we telling you all this now? Because Snipe Fleet 12 could use a little help from the general sailing public with boats and gear. Of the 28,000 Snipes worldwide, about 100 reside in the Bay Area. With only 15 to 20 racing regularly, that means there are likely a great number of underutilized Snipes around the Bay, and Fleet 12 would sure like to have the use of a few of them. Under the USYRU Borrowed Boat Program, owners can charter these boats and have them fully insured. Fleet 12 is also looking for any still-competitive sails, whisker poles or other gear that owners might want to part with for a reasonable price to help the junior program.

If you can help out in any of these ways, or if you want more information. on the Snipe Junior Challenge, call Vince Casalaina at 841-8524 (H).

first annual bearhead award

A typical summer evening, the club sunset series. You and a dedicated crew rush from work to the boat. Beer and chips are stowed, foulies are donned. You plow through cold, wet breeze and chop to the starting line and whaddya know — nail the best start you've had in months. You're first around the weather mark, well in front of the pack. You settle on a compass course for the wing mark, thinking how good coffee will taste from the mug you can't help but win tonight. . . except, where the heck's the club's inflatable mark? Ultimately, of course, there is no mark, no mug and no race — and 25 skippers gang up on the committee for sending the fleet to a mark they forgot

Sound familiar? How about this one: You're just back from a grueling 10hour race around the Farallones and back. It's 8 p.m. You think you're ahead of most of the right boats, but you're so thrashed you just want to finish and go home. You cross the finish line. . . and. . . there's no gun, no whistle, no nothing. It later turns out no one was awake.

All racers have witnessed race committee screw-ups. Up until now, the main outlet for this pent-up frustration was to berate the race committee with fellow racers around the bar after the race.

Well, now's your chance for a little good-natured retaliation, and a way to let the world know the slings and arrows of outrageous fortune you've had to endure because of sloppy committee work. A recently formed clandestine organization known as the California Society for the Perpetuation of Cruelty to Racers (CSPCR) is looking for your best stories of RC foul-ups told in a humorous style. We're a bunch of old RC'ers ourselves, we do have a sense of humor and now we invite you to 'roast' us for our sins.

A similar group from New York (Long Island Sound YRA) has been running an annual Moosehead RC Roast since the end of World War II, and is heavily in favor of seeing a west coast chapter of their august organization emerge.

So send in those incidents of RC treachery. Details must include the name of the sponsoring yacht club, the date, time, place and name of the race, and, of course, details of the infraction(s). Forward all items to YRA, Fort Mason Center, San Francisco, CA 94123, attention Bearhead Awards. All entries must be received by Halloween.

Then stay tuned. We will have a distinguished guest from back east — a past commodore of the NYYC and international USYRU judge. He'll be the guest speaker and help with the awards and the Bearhead perpetual to race committees that have distinguished and displeased our noble racers with their performance. Time and place of the Bearhead Awards Dinner to be announced.

bad joke

Coast Guard officers cited Gretchen Ursich, the injured man's wife, for grossly negligent operation after witnesses reported a mannequin made to look like an observer in the passenger seat of the 16-ft boat.

big boat, big bummer

Englishman Robin Aisher, a longtime sailor, launched a 74-ft boat earlier this year that was to be the crowning glory of his long



SIGHTINGS

- cont'd

California law requires both an observer and operator of a vessel pulling a water skier to be at least 12 year of age — and living humans. The officers found the dummy in a compartment under the bow of the vessel.

— but it got worse

racing career. Yeoman XXVIII acquitted herself well in her first series, taking line

short sightings

LOS ANGELES — The story you are about to read is true. Only the names have been changed to protect the innocent.

3:52 p.m. It was an overcast day in Los Angeles. We were working the day watch out of Marine Fisheries when the call came in. A hit and run. Victim dragged from Central California to vicinity of Los Angeles Harbor. Driver claims he "didn't know I'd hit him". That's when we went to work. My name's Friday. My partner's Bill Gannon. We wear a badge.

Dum da dum-dum. Dum da dum-dum DUUUUMMMM. The deceased was still draped over the front of the vehicle when we arrived. "Looks like a whale," Bill said.

cont'd next sightings page cont'd center of next sightings page "Yeah. Whale."

shorts — cont'd

Ray Shouter, a special investigator for the National Marine Fisheries Service, was already on the scene. "Whaddya got?" Bill asked.

"Forty-five foot Finback," said Ray. "Male. DOA."

"What do we have on this vehicle?"

"American President Lines container ship," said Ray. "Big one. Skipper's hanging tight on his story that he didn't see a thing. Figures the whale just swam in front of his ship. . . " Ray paused. "You know what gets me about this one, Friday?"

"What's that?" I asked.

"We don't know if the ship whacked a live one or basically picked up a dead whale and pushed it into the harbor. The marine institute boys are going over that now. If it was dead, this guy walks. If not, it's a violation of cont'd next sightings page

worse

honors in four of the five Antigua Sail Week races. It was on the sail home to England that everything went wrong.

First, the 90-foot mast started coming off the step in brisk winds some 100 miles from Bermuda. The crew responding by sailing under the jib alone, but it got worse.

Forty-five knot winds brought the rig down, which had to be cut away lest it poke a hole in the hull. But then it got worse.

One of the halyards got fouled in the prop, leaving the new luxury racer/cruiser helpless in the water. But it got worse.



SIGHTINGS

-- cont'd

While attempting to put a tow line aboard, the USS Hoist's stern came down on the bow of Yeoman, tearing a section of it away. By this time things were so bad the crew got ready to abandon ship.

Vessels can prove to be very hard to sink, however, and Yeoman was eventually towed back to safety. At this point it's unclear whether she's a write-off for the insurance company, or whether they'll spend nearly \$750,000 putting this nearly new yacht back together again.

about to look good

Sometimes, 'looking good' is a relative concept. When we snapped this photo down in the South Bay, the main and mizzen of the Garden 41 Halcyon were trimmed well and the boat was tracking along smartly. But about that staysail. . . .

As the boat passed by and receded toward the main Bay, the singlehanding skipper left the wheel periodically to tend to various tasks. We can only assume a couple of them were to take the slack out of the staysail halyard and sheet it in.



shorts - cont'd

endangered species act — a \$25,000 fine. Either way, it doesn't do him much good, does it?"

"The captain?"

"No, the whale."

"Yeah. I mean, no."

My partner shook his head. "I have a bad feeling about this one, Joe."

"I don't know. Something about it really stinks."

"Yeah. Stinks."

SAN RAFAEL - The Marin Rod & Gun Club, having had to try and get a repair permit from the BCDC, now knows the meaning of bureaucratic terrorism. The 2,500-member sportsman and conservationist club, located on the San Rafael shore since 1936, wanted to make emergency repairs on an 80foot section of Bay shoreline. The City of San Rafael agreed, but the BCDC said no, not unless the Rod & Gun Club agreed with a much larger, controversial City of San Rafael plan which would have required the club to spend their own money to develop public access.

When a crack addict puts a gun to somebody's head and says "Your money or your life", it's a crime. When the BCDC tells a business or organization, "Your property or no permit allowing you to do preventive maintenance," it's business as usual.

The more you know about the BCDC, the worse the smell.

CHINA BASIN — The Bay View Boat Club and Mariposa/Hunter's Point YC are pooling their resources once again for the 3rd Annual Wooden Boat Festival on September 21 at the BVBC. Activities will include a marine flea market, several kinds of races, entertainment and several mini-seminars like boatbuilder Gary Wheeler's 'Survey Techniques for Wooden Craft' and Don Storey (of SF Boat Works) speaking on paint and varnish techniques. There will also be a concours d'elegance for wooden boats, a Kid's Corner and chantey singing. Admission is free and everyone is invited. For further information, contact Chairman Allen Gross at (415) 826-4956 or the BVBC at (415) 495-9500.

ISLE OF WIGHT, ENGLAND — Backed by the isle of Wight Health Authority, Captain Condum, who alerts people to the dangers of careless sex, planned on attending Cowes Week, the biggest sailing event in England, to distribute leaflets to participants and spectators. But Capt. Condum was turned away from the regatta site by Land Rover, which sponsors Cowes Week, and which is protective of the event's image. Thereafter a debate ensued over whether or not regattas were hotbeds, pardon the pun, of promiscuity.

Adding to the general levity was the action aboard the aforementioned Yeoman XXVII (see center of this and previous Sightings page). Continuing the "It got worse" theme, King Constantine, with Prince Philip at his side, drove Yeoman into Browndown Buoy and had to retire after just 25 minutes of one race. This was the second time in three years the King had clobbered the same buoy, by the way. Maybe they can get Capt. Condum to put a protective rubber around it.

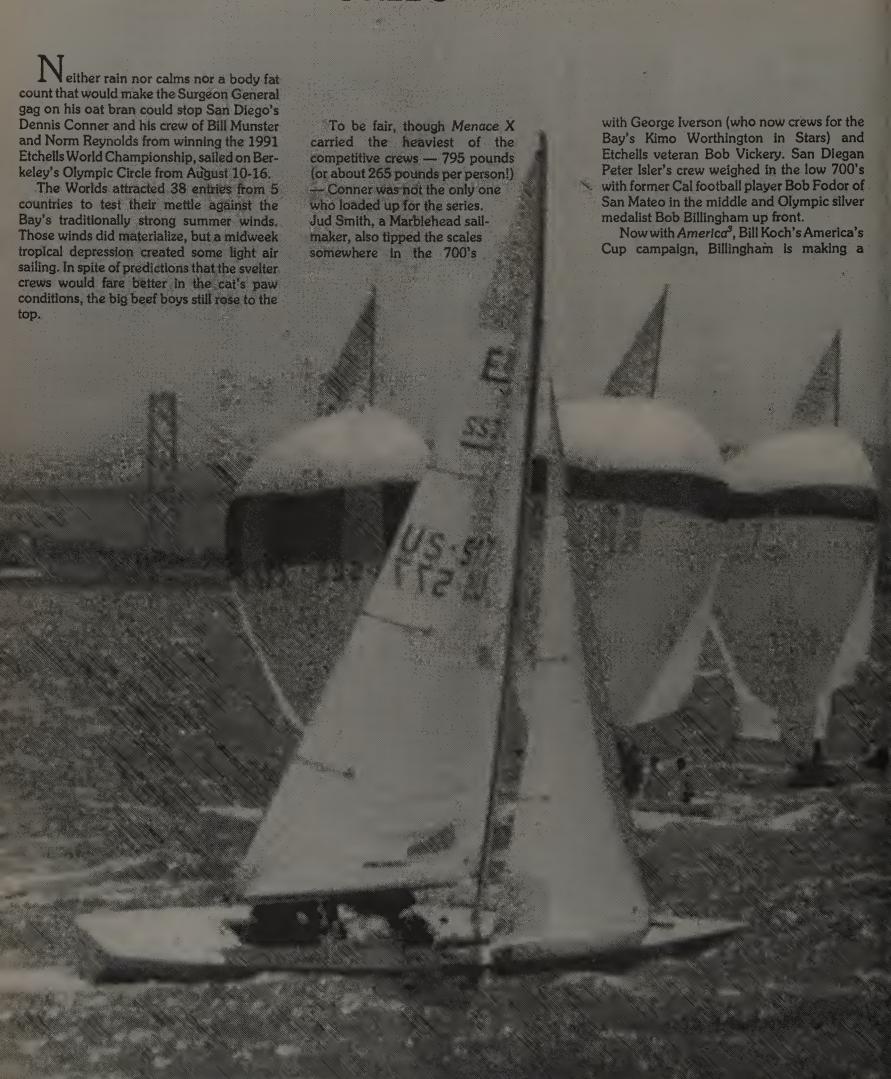
SOUTH AFRICA — Apparently unclear on the concept, Captain Yiannis Avranas of the Greek cruise ship Oceanos was among the first to abandon ship when his command began sinking off South Africa on August 5. The coordination of rescue operations was assumed by Robin Boltman, a magician and comic who worked on the ship as an entertainer. That almost none of the 571 died is a tribute to Boltman's bravery and sense of responsibility.

In trying to explain his behavior, 'Captain Courageous' said, "When I order abandon ship, it doesn't matter what time I leave. Abandon is for everybody. If some people like to stay, they can stay."

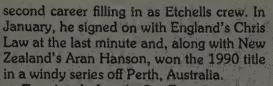
Equally unclear on the concept, the ship's owner, Epirotiki Lines, backed their captain all the way. "We are proud of the way the captain and officers performed their duty." These jerks need a public relations firm at least as much as the Oceanos needed more watertight bulkheads.

Maritime experts disputed Epirotiki Line's assessment. One characterized the 51-year old captain's behavior as "cowardice of the first order".

1991 ETCHELLS WORLDS



HEAVY TALENT ON THE BERKELEY CIRCLE



Two days before the San Francisco series, Isler lost his third man and called up Billingham to see if he was free. Bob was able to get the week off and came north for two days of practice. The combination clicked and Isler's Slipknot finished second, including two individual race wins.



the competition.

he man of the week, however, was Conner, who's in the midst of skippering his fourth America's Cup campaign. DC took some vacation time to come up to the Bay to compete in the Etchells Worlds, a title he narrowly missed on his first try last January in Perth. A three-time Star world champion, Dennis is no stranger to fleet racing, and the

Etchells title adds more luster to his already impressive resume.

It's no secret that not everyone here in Northern California thinks the ground upon which DC walks is holy — his longstanding and sometimes bitter rivalry with the late Tom Blackaller still lingers

1991 ETCHELLS WORLDS

on. He was hardly a popular favorite at the Worlds, and the fact that he had literally stacked up on crew weight didn't help his image. You could say it's a natural extension of his 'no excuse to lose' approach to sailboat racing, but others felt it was more like 'why

Menace X
carried 795
pounds -about 265 per
person!

play fair when you can push the rules to the limit'?

Weight was all most of the sailors could talk about at the beginning of the regatta. Local Etchells sailor and recent two-time international class president John Ravizza of Mill Valley had lobbied hard for a weight limit for the regatta. The race instructions were originally printed early this year with that provision in place, but a strong counter campaign led by — gee, this one's not hard to figure out — Bill Munster removed the restriction.

Munster currently serves as the U.S. class president. He admits that class members



Above, Bill Munster. Right, Peter Isler.

want a weight limit, but the one proposed for the August worlds didn't pass all the proper procedures, hence his successful fight to



have it repealed. By next year, however, a limit will probably be in force. The number talked about is 628 pounds, which seems ample, although for someone like Munster, 660 pounds would be more agreeable.



"Those of us who are large skippers (Munster owns his own boat) would be prejudiced by the 628 pound limit," he says. "In

Start of the fourth race on Tuesday.

order to compete, I'd have to have two relatively light crewmembers. Reaching in 25 knots of breeze would become very difficult, because it takes bigger guys to sail the boat safely."

The weight issue raged on for the first couple of races at the San Francisco Worlds when the westerlies piped up to their usual summertime strength. In race four, however, the tropical disturbance that brought rain (in August?) also flattened out the breeze to a dainty 8 knots. Hope for the lightweights buoyed to the surface, but when the smoke cleared the results showed Isler winning, followed by Judd Smith and Dennis Conner. Whoops!

Controversy is no stranger to the Etchells class, which used to be called the Etchells 22 until last year. The sloop is 30 feet long with a 22-foot waterline, which makes sense to only a few people. (Similar confusion still surrounds 12 Meters, which are way longer than 36 feet, and one-tonners, which are nowhere near that light.) The class administrators dropped the 'Catch

HEAVY TALENT ON THE BERKELEY CIRCLE



22' to keep things simple.

But that's not the controversial part. Back in 1965, Skip Etchells of Old Greenwich, Connecticut, entered the design in a competition aimed at creating a new three-man keelboat class for the Olympics. A year later, he raced against the other designs and won 8 of the 10 races sailed in Kiel, Germany. The judges called for a second set of trials in 1967 and Skip won 10 out of 13 heats. You'd think the guy had proved his point, but the committee selected the Soling instead!

The design was too good to die, however. A fleet started on Long Island Sound. In 1972, the class received international status. From New England, the boat's popularity spread to California and the Northwest, and then overseas to Australia, Hong Kong and Europe. Currently, there are about 900 of the long, lean sloops plying the world's waters. Over half of them can be found in the U.S., including 49 here on the Bay.

As the World Championships continued on the Olympic Circle, heartbreaks and what-if scenarios abounded. Local favorite Craig Healy, sailing with Jim Coggan and Nick Gibbons, looked strong in the opener

with a fourth place finish, only to be disqualified for starting early. With his throwout gone, Healy had to sail carefully but aggressively. A bullet in race three and a second in race five got him back in the hunt. He threatened Isler for second overall going into the finale, which prompted the San Diego skipper to cover him like a cheap suit on the first weather leg. Healy couldn't come back to better than 16th, dropping him down to fifth overall.

Jeff Madrigali of Ross also looked like a contender after an eighth in the opener and a strong first beat in the second race to lead the fleet around the weather pin. With Isler on his tail, Jeff and his crew of Jorge Lee and Jeff Wayne were ready to kick ass—when the tiller broke off in Jeff's hand.

"There was no excuse," Jeff said afterwards. "The tiller was only two months old and I had checked it myself."

Bowed but not beaten, Jeff took a let's-still-have-fun attitude and kept poking. His efforts were rewarded with another eighth, two thirds and a win in the finale that took the sting out of their breakdown. Overall he ended up third, the highest local finisher.

The other Bay Area favorites going into the worlds were Russ Silvestri and Don

Mike Erlin up front. Sailing #666 (a 'devilishly' fast yacht), Silvestri started out strong with a pair of thirds. Set up for heavy air,

Madrigali was ready to kick ass when the filler came off in his hand.

however, the trio faded in the lighter conditions.

Perhaps most disappointed was Don Jesberg and his crew of brother Steve Jesberg and Ken Keefe. With a new boat and a reputation for eating the local fleet for breakfast, Jesberg awoke rather quickly to the fact that he wasn't going to have his way at the Worlds.

"There were enough good boats in the fleet that we couldn't use our old tactics, like starting at the favored leeward end and crossing the fleet on port tack," he said. "We got caught out on the left side of the first beat in the first two races and we were lucky to get back to the top 10. We're used to playing our game and the rest of the fleet falls in behind, but we couldn't do that with this many good guys. We should have

Hike til it hurts.



Jesberg. As crew, Russ has been second and fourth in previous Etchells worlds. This was his first turn at the helm, with Bill Barton and

changed our tactics earlier in the series."

Jesberg was also less than impressed with the new boat he recently bought for the

1991 ETCHELLS WORLDS

Worlds. Made in Canada, the hull is extremely light, but doesn't seem to have the get-up-and-go of his old hull, which was

Hearbreaks
and what-if
scenarios
abounded.

made by the same builder.

"We used to get ourselves a lane and squirt ahead," says Jesberg. "Now we just try

by Conner and Ian Bashford of Sydney. DC's was one of the last Pamcraft hulls built before Bashford recently took over the company. Jesberg says the keel/hull joint on the Australian boats is superior to the Canadian version, giving the former more lift on the upwind legs.

Bashford, who has won major titles in Hobie cats and J/24s, was the top finishing foreigner in the Worlds with a seventh place. He's also got quite a reputation for building quality J/24s, and now hopes to add Etchells to his production line. The boat he brought to the Bay was his first go at it, and included several interesting details. One that caught our eye was a clever arrangement for controlling mast bend from deck level. Most

NITTUDERROB

Novato's Bob Park (foreground) chases Dennis Conner (873), Jud Smith (888) and Peter Isler (706).

The young, blue-eyed Aussie (who was last seen hereabouts when he won the Pro-Sail tour in Hobie cats a couple of years ago) also added a bit of spice to the Worlds. Like his boat name: Two Convicts and a Dog. "Since both of my crew are bigger than I am," he said, "I guess that makes me the dog!" Greg "Torps" Torply and Steve "Mothballs" Jarvin were his forward hands. The latter used to sail with a friend called "Gonads," which is something that you can get away with Down Under but doesn't seem to be as easily accepted here in the States.

The Aussies pulled off one of the more creative maneuvers of the week: In race five, they rounded the last weather mark and popped their chute just behind Russ Silvestri, who decided he didn't want to be rolled and took them up with a quick luff. Bashford bashed Russ's hull/deck joint and needed to do a 720 degree turn to exonerate himself. Rather than take the kite down, though, the Aussies just spun themselves around with all the laundry up, a move which made spectators hoot, but proved to be quite effective. (Kids: don't try this at home without adult supervision.)

Aussie antics notwithstanding, the sailor who scored highest on the fun/years-

INTERNATIONAL ETCHELLS WORLD CHAMPIONSHIPS

PANIT THRITING	SIMULAL	12/11/2/22			******				
1 Menace X	Dennis Conner	San Diego	1	2	5	3		10	18.70
2 Slipknot	Peter Isler	La Jolla	4	1	7	1	6	13	32.70
6 Satisfaction	Jaff Madrigali	Ross	8	DNF	3	8	3	1	39.40
4 #888	Judson Smith	Marbiehead	2	11	6	2	14	5	44.70
5 Puff	Craig Healy	Pt. Richmond	DNS	6	1	5	2	16	47.70
6 Mr. Natural	Russ Silvestri	San Francisco	3	3	8	DSQ	9	4	48.40
7-2 Cons & Dog	lan Bashford	Australia	5	4	4	10	21	8	56.1
8 Six Hundred	Hank Easom	Belvedere	7	16	2	11	4	25	63 00
9 E-Ticket	Don Jesberg	Mill Valley	10	10	12	16	8	3	69.70
10 Ambush	Scott Mason	Newport Beach	6	5	20	7	24	9	75.70
11 #825	Bruce Burton	Grosse Pointe	15	8	24	13	5	6	75.70
12 #549	Chris Perkins	San Francisco	9	7	11	23	15	11	83.
13 Malpractice	Gray Gibson	Hong Kong	17	13	18	18	12	2	87. 3
14 3 Live Crew	Michael Lahorgue	Mill Valley	14	12	10	19	7	22	92.00
15 Annie	Gary Gilbert	Hong Kong	16	14	21	4	20	29	103 11
16 Las Cajas	Duane Hines	San Francisco	11	22	25	14	16	12	105.0
17 The Bear	Vito Blalia	Sausalito	13	9	9	17	28	DNF	106.00
18 Jumper	John Ravizza	Mill Vailey	12	19	26	9	10	27	106.00
19 #860	Robert Park	Novato	19	20	19	8	25	19	112.70
20 Auspice	Fleet White	Newport Beach	26	24	16	15	23	7	115.00
21 Aids Free	H. Dudok Van Heel	Hong Kong	24	18	13	26	19	15	119.00
22 Celebration	Ken Munro	San Francisco	21	17	17	DNF	18	17	120.00
23 Madison	Kers Clausen	Pt. Richmond	18	21	14	28	17	26	126.00
24 Downunder	Nina Nielsen	Newport Beach	DNF	29	22	24	13	20	138.00
25 Blue Ribbon	Brian Wood	Australia	22	31	26	12	30	24	144.00
26 #21	Douglas Morss	Hong Kong	23	35	23	22	32	14	144.00
27 Vamanos	Steve Wright	La Jola	20	25	DNF	25	35	18	153.00
28 #497	Henry Spingler	Newport, RI	DNF	26	15	29	22	32	154.00
29 Minnow	Curtis Spencer	Long Beach	DNF	15	28	DSQ	11	DNF	162.00
30 #46	David Evans	England	27	23	29	20	34	DNF	163.00
81 Sabik	John Sutak	Mill Valley	28	28	27	27	29	23	163.00
32 Lestat	Alan Marr	England	31	27	31	33	36	21	173.00
39 Algorous	Patrick Adams	Sausalito	35	30	32	31	27	DNS	175.00
34 #70	Edward Fort	England	32	36	35	21	31	30	179.00
35 White Heat	Gary Grande	Mill Valley	29	34	33	34	26	28	180.00
36 Runaway	Chris Clark	Birmingham, MI	30	33	30	30	33	31	184.00
37 Palawan	Roy Kutz	Sunnyvale	DNF	32	36	35	37	33	203.00
38 Moby Nick	Nick Haralambides	Oakland	DNF	ONF	34	32	38	34	207.00
			************	000000000000000000000000000000000000000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	000000000000000000000000000000000000000		

to hang in there."

Of interest to Jesberg and others in the fleet were the Australian boats being sailed

other crews had to stop, luff the sail and fiddle with mast blocks to achieve the same effect.

HEAVY TALENT ON THE BERKELEY CIRCLE

sailed meter had to be Belvedere's Hank Easom. Having been at this game for 50 years, Hank still has a few tricks up his

The Aussies
spun themselves
around with
all the
laundry up.

sleeve, as do his crew of 25 years, Charley Mohn and Jerry Rumsey. Hank was the first Etchells owner on the Bay 16 years ago, and has been one of the fleet's mainstays ever since.

Starting off with a seventh and a sixteenth, Easom looked respectable. In race



Father of the fleet Skip Etchells made it out to watch the racing.

three, however, he headed off to the right side early with Healy. The two found the shift they were looking for and came into the weather mark overlapped for first. There were a lot of yuks as they turned the corner, including a comment from Healy that they were just some dentists out for a sail (Healy, Coggan and Mohn all practice in the field). Hank waved Craig on, saying he'd take a second any day. By the finish line, they were still one-two.

Back at the host San Francisco Yacht Club, where Hank has been a longtime member, the congratulations seemed endless. Easom looked like he had shed 20 years. Upon receiving his daily trophy, Hank said it was the first time in five Etchells Worlds that he had placed in the top three. He proved it wasn't a fluke by taking a fourth in race five and ending up eighth overall.

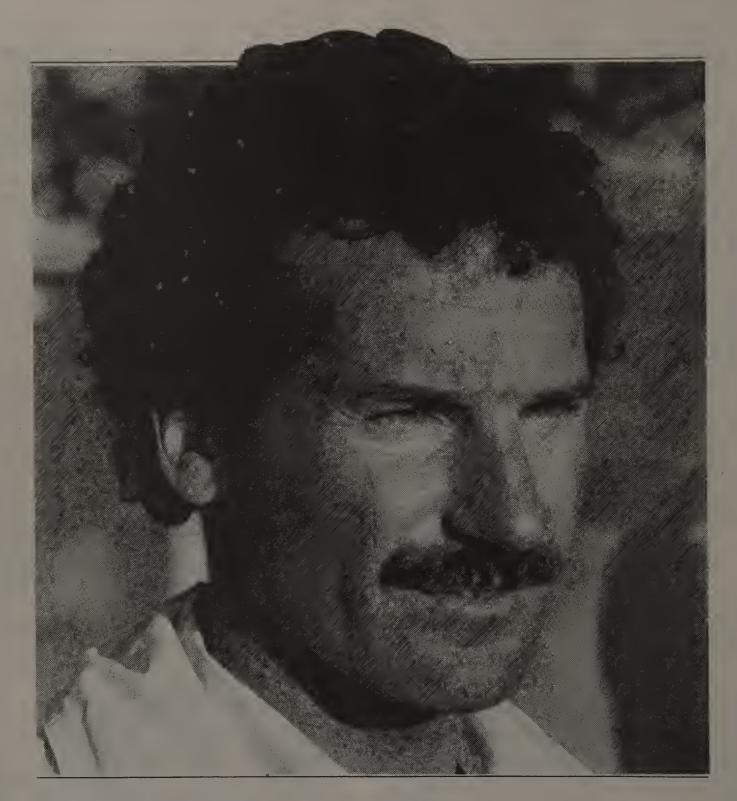
And now the Bay is quiet and another World Championships is in the record book. Look for a lighter, leaner version next year on Long Island Sound. The surgeon general and other health attendants can breathe a sigh of relief as Etchells sailors face not only the competition but the bathroom scale. Says Bill Munster, "I guess I've got to go on a diet!"

- shimon van collie





THE LATITUDE 38 INTERVIEW



PAUL CAYARD

Paul Cayard doesn't need much introduction to the Bay Area sailing community. The tall, dark, handsome 32-year-old started terrorizing local racers in his El Toro on Lakes Merritt and Merced back in the late 1960s. From there he graduated to sailing Snipes with his father Pierre, thence on to Lasers, Fireballs, 505s, Stars and big boats. In each class, he won major championships both as skipper and crew. During much of the 1980s, he was at the late Tom Blackaller's side during two unsuccessful but hard-fought America's Cup efforts in 12 Meters. Blackaller served as a valued mentor for Cayard as he rose through the ranks.

Bay Area sailors have also seen Cayard mature from a high-spirited teenager into a responsible adult. In 1985, he married Icka Pettersson, the daughter of Swedish sailing star Pelle Pettersson. The couple have two children, Daniel, 3, and Alexandra, 1.

To date, Paul has won four world championships: the Star class (1988), the One Ton class (1989), the Maxi IOR class (1989) and most recently the International America's Cup Class (IACC) held this past spring in San Diego. He won the latter at the helm of Il Moro di Venezia 3, the then-latest yacht of Italian billionaire industrialist Raul Gardini. (The syndicate has since launched its fourth boat.) He has been Gardini's top skipper since 1985, a relationship that has propelled Cayard to the forefront of the sailing world's attention. Many consider him to be the best skipper in the world today, better than Dennis Conner, Chris Dickson, Buddy

Melges or anyone else you can think of. Many of us who raced with or against him on the Bay aren't surprised.

He's now looking for his fifth, and certainly most conspicuous, world championship: the America's Cup. It may also prove to be his most controversial competition to date. With the Louis Vuitton challenger elimination series unfolding only a few months from now in January, some in the American sporting press are already calling into question the idea of an American skipper seriously vying to take the Cup from our shores to the watery streets of Venice, where Gardini's campaign is based. It's not that Paul is doing anything illegal. He has complied with Cup rules that require a two year residential stay in the challenger's country. (Daughter Alexandra was born in Milan.) And he is not alone — many other sailors now involved with Cup campaigns are also 'cross-overs' from other countries. Yet the issue may become a political hot potato next spring off Point Loma.

In July, Paul came north after his IACC victory for a homecoming luncheon at the St. Francis YC. Before many old friends and admirers, he presented a slide show and video, recounting a bit of his sailing history and the path he has laid out for the coming year. During that visit, we had a chance to talk to him privately as well. Following are excerpts from Paul's presentation and his

responses to questions from the audience and from our private conversation afterwards.

One of the most memorable periods for me 'growing up' was sailing Lasers for the St. Francis. We had a van and a nine-boat Laser trailer that we used to drive up and down the coast going to regattas. When I was 15, in 1975, I remember sailing in the Tinsley Island junior sailing camp. My instructor was John Bertrand. (A champion Finn sailor who later became an Olympic silver medalist in the class in 1984, John is currently sailing with Dennis Conner's America's Cup program).

One day the breeze came up pretty good and during a jibe I cut my head open as the boom came across. They took me over to Dr. Carr's houseboat and he got out the needles and thread. As he's stitching me up, he says to John, "Can you put your finger here and hold this string?" I thought to myself, "Jesus, John Bertrand's up there fixing

my head!"

I started sailing Stars a couple of years after that. I'd met Doug Holmes, who was impressed with my sailing and made me an offer: if I'd teach him about sailing, he'd tutor me in shoreside activities. That was a great experience.

It was through Doug that I met Tom Blackaller. I owe a lot to Tom. I spent 10 years with him (at this point, overcome with emotion, Paul

had to step away from the podium to collect himself).

In 1979, I started sailing 505s with Dennis Surtees. I had put off joining up with him in order to sail Lasers, but we finally got together and took second at the worlds in Durban, South Africa. That same year, I went to Russia to sail in the pre-Olympics and to Sweden for the Star worlds. Even though I was crewing, I was learning a great deal racing against skippers like Dennis Conner, Buddy Melges and Blackaller. I was getting the exposure I needed to be a top level sailor, which I couldn't have done as a skipper on my own at that time.

I finally started steering in the early 1980s on a Star, with Kenny Keefe as my crew. In 1984, we won the Spring Championships in Nassau, then took second to Bill Buchan in the Bacardi Cup and Olympic trials. Like the America's Cup, second in the Olympic trials doesn't mean much. Bill went on to win the gold medal in the Los

Angeles Games.

Kenny and I had some great times together, though. I recall one race on the Olympic Circle. It was blowing about 30 and we were leading the fleet. We were still too young to know we should have been scared. I jibed a little too early for the layline to the leeward mark and as Kenny was up getting the whisker pole straightened out we death rolled to weather so hard that the top of the mast stuck in the mud.

"We just tipped a Star boat over!" Kenny said. Then he laughed and said, "But you can't tip a Star boat over!" We managed to right

the boat and still finish fifth in that race.

During this time I was also sailing 6-Meters for the St. Francis with guys like Steve Taft, Rich Hackett, Bill George, John Beustad and Kenny. And of course there were the 12-Meter programs, including the Golden Gate Challenge with the two USA boats. That was a program that delivered about as much bang for the buck as you could expect without winning. I have to credit Tom for having the foresight to

adopt the front rudder idea: He saw that if we just followed everyone else there was no way we could have had an impact.

In 1985, I met Raul Gardini and I've been the skipper of his private yachts ever since. In 1987, we put together a maxi boat program on Il Moro di Venezia III for the maxi worlds, which included regattas in St. Thomas, Hawaii and the finale here in San Francisco. We stayed at the Hyatt Regency and each morning at breakfast Mr. Gardini's grin kept getting bigger and bigger as we kept winning races. That's when the talk about the America's Cup started. Mr. Gardini started saying that we had to do the America's Cup. Having been involved in two of them (Paul was also involved in Blackaller's 1983 Defender effort), I kept trying to tell him there was another side of the story: how hard it was to justify the time, effort and personal dedication — not to mention the money — for such an effort. But he didn't want to hear it. The more we won, the more convinced he became we should do it.

After winning the maxi worlds, Mr. Gardini put up the \$25,000 registration fee for the next America's Cup and we spent two months thinking it over and doing a feasability study. We entered a deal where I would put together the team and he'd handle the money (estimated to be about \$40 million) and the connection with Montedison, the \$18 billion subsidiary of his Ferruzzi holding company. Montedison is the sixth largest chemical company in the world and specializes in high tech materials. It has proven to be quite an asset. During the breezy races at the IACC worlds, our boats held up very well while some of the others had major breakage.

L38: Is there an element in this current Cup campaign of 'winning one for the Gipper'?

PC: Yeah, for sure. I wasn't able to tell everyone at the luncheon how much Tom meant to my career, but I think they could tell. It came across stronger than words probably.

I think about him quite a bit. In fact, I have this recurring dream where I find him somewhere and he's alive. I tell him about the big funeral we had for him and how all these people were really upset. I tell him we'd better go find Christine (Blackaller's widow). So we do and pretty soon everything's back to normal. I have that dream at least once a week, sometimes more.

L38: Did you and Tom talk about your taking over the helm one day?

PC: I don't remember exactly, but I'm sure we did. It was pretty obvious that that was the direction I was heading. We had enough of an age gap between us (Blackaller would have been 51 this year) where he would have promoted that idea. If he were alive, I'd probably have him helping me out in this challenge.

L38: Why did you choose to sail with the Italians?

PC: When I looked at the America's Cup scene here in the States, I didn't think that Paul Cayard could generate the \$20 to \$30 million it would take to run a campaign. I still feel that was a correct assessment. I'd have to win the Cup to get the name recognition needed. So my choices were to work for Dennis Conner or someone

THE LATITUDE 38 INTERVIEW:

else on a subordinated level $\stackrel{\cdot}{\sim}$ I had done that with Tom — or to go up a level and be more responsible for the outcome of the event. I figured that opportunity outweighed my other choices.

"My choices were to work with Dennis Conner or go up a level. . . "

L38: Do you wrestle with being an American trying to win the Cup

PC: Not any more. The way I see it now, it's Mr. Gardini's program and it's pretty well established that he and I are good partners. I will have dedicated three and a half years to the effort by this time next year. I've cultivated and developed a team with Mr. Gardini from scratch.

Winning the Cup is about who's going to be able to put the best team into the competition next spring. That includes the shore team, the sailmakers, the designers and the boatbuilders. It's such a complex game that it boils down to people. If you could just get in the boat and go sailing, then you'd only have to deal with those 15 guys and they could be anybody, but it's hundreds of people you've got to deal with. In San Diego alone, we've got a team of about 75 workers, including 34 sailors. Altogether, the group comes to about 110 with families

L38: You majored in business at SF State, but now it looks like sailing has become your business. Is that the way you see it?

PC: Had I taken a subordinate role in another campaign I probably wouldn't have had the type of responsibility that would allow me to learn something new, which is managerial skills. I did study that in school and it is of interest to me, so it's another plus for me. I can take that hands-on experience to some other field outside sailing.

L38: Is there another field you're headed for?

PC: No.

L38: Do you foresee sailing as your career?

PC: That's hard to say. Ideally I'd like to do one more America's Cup campaign. I can hardly believe I'm saying that! But maybe I'll do one more as a sailor and then assume more of a managerial role. If I continue to work in the sailing world after that, that will be fine. Otherwise I might quite happily look to some other field, maybe in Mr. Gardini's business or with some other contacts. One thing that's nice about the sport of sailing is that you make contacts with pretty highly successful people.

L38: How did you meet Raul Gardini?

PC: In 1985 he asked me to sail his maxi boat *Il Moro de Venezia II* in the world championships. We tried the arrangement for a while and found we liked it. In the beginning we both spoke French because he doesn't speak English. Now we talk in Italian.

L38: What was it like living in Italy?

PC: In some ways it was interesting and fun. In other ways It was difficult, especially just trying to get from point A to point B. The areas around Milan and Venice were laid out in the 1500s and it's very crowded. You get stuck in traffic for a long time. Also, the typical Italian mentality is more carefree than our Anglo Saxon outlook. That's not to say it's better or worse. It's just different and requires adjustment. The language was big factor, too. I picked it up pretty quickly because I had been sailing with the Italians for four years, but it was a headache for my wife, Icka.

L38: How do the Italians respond to you as their skipper?

PC: The Italians have long history of sailing with American skippers. Tom Blackaller, Dick Deaver, Lowell North, John Kolius and Dee Smith have all have skippered Italian boats. I wasn't really accepted as one of the group at the beginning, but it's worked out well. We've raced a lot with both successes and losses. All of that makes for a strong relationship and we're going to need that during the tough spots next year.

One thing we didn't do was take many sailors from the previous Italian challenges on *Italia* or *Azzurra*. We concentrated on younger sailors. It takes a little longer for them to learn the mechanics, but they're less set in their ways and It's easier to develop the type of team that you want. That's kind of how my relationship is with Mr. Gardini. He could have hired Dennis Conner or Tom Blackaller, but he stuck with me because he could give me input and have the

program run the way he wants it run.

Mostly, I've tried to get the crew lots of experience. I was trying to borrow or charter an International 50 footer to get on their world tour. Mr. Gardini said that if it was that important let's just buy a boat. So we got Abracadabra, the Reichel/Pugh 50 that won the world title in 1990. (Cayard and his crew are leading the 1991 world standings after four events.) I'm not saying that to point out that Mr. Gardini has lots of money — no one needs to do that — but that he has supported my program wholeheartedly and I have his trust.

L38: What is your official arrangement with Gardini?

PC: He's providing the sponsorship and the connection with Montedison. My job is to put together the team of guys to design, build, manage, organize and sail the America's Cup program.

L38: Is Mr. Gardini around much?

PC: No, although he's very consumed by the challenge. He talks to us a lot by phone. About every couple of months he comes and visits for a month.

Being with him when he is around is always pretty interesting, though. Like when we took delivery of our second boat at Palma, Mallorca, he had some of his friends come along for the first ride. One was King Juan Carlos of Spain and another was Gianni Agnelli, the president of Fiat. There we were, out on a brand new boat with these guys on the afterdeck and I'm hoping like hell that the mast doesn't break or the boom doesn't hit someone. You can't get enough insurance to cover what those guys are worth!

L38: What got you to the point where you could win the IACC worlds?

PC: Time in the boat. We had been sailing for more than a year. For seven months we had two boats, which is the fastest way to learn. We were more polished at maneuvers than the syndicates who hadn't been in their boats as long. We were also fortunate that our #3 hull was so fast, although our #1 finished third in the Worlds, so we would have been second or third anyway.

L38: What's the biggest thing you'll have to overcome to win the America's Cup?

PC: Right now, I feel confident about the sailing team and the program in general. A big key now is boatspeed. When you have the speed, it's incredible how easy everything becomes, especially in a long, drawn-out series like the challenger trials will be. If you're slow, you end up banging your head against the wall week after week for four months, and get much more burned out than a guy who's winning and getting his efforts rejuvenated with successes.

L38: What are the speed elements?

PC: The hull's a major factor, of course, but there's also the keel, rudder, sail and rig. Right now I'm concentrating more on them than the hull shape.

We've attacked the whole program from the sailor's perspective, which I think is the right way. The sailor has the best perspective of the boat and getting the boat across the finish line first, knowing what it takes to get that done....

L38: You mean you're making design decisions from deck level?

PAUL CAYARD



PC: In a way. A businessman might say we're going to have this budget and this is our cash flow and we're going to spend this money at this time. But as sailors, we know that to get this boat and this team across the finish line first, we need to build this many boats and we've got to have this much in resources. We've got to test keels and hulls at certain points along the way. If you don't, you get hammered.

There are many ways to cut the cake. We have an advantage in that we control every aspect of our design and construction. We can meet with our design team, led by German Frers, anytime we want because they're not concentrating on other projects. Neither is our boatyard in Venice, which is owned by the syndicate. We have our own companies in the carbon fiber business that laminate and preimpregnate materials. The construction is done In-house, so any advantages in process engineering we develop we can keep to ourselves.

Had we not started two and a half years ago, we would have bitten off too much to chew, but Mr. Gardini had the foresight to start early enough to get us up to the efficiency that we'll need in January.

L38: Bill Koch, head of the America³ campaign, made a comment

during the worlds that the new IACC boats were 'incredibly dangerous' and not the best choice. What do you think of them?

PC: They're worthy of the America's Cup. They combine the best in technology, design, organizational abilities and maintenance—and they're tough boats to sail well. They may even be ahead of their time. The only negative is that they cost a lot. Right now the America's Cup is the event in the sport of sailing. But it takes a lot of sponsor money to pull it off. If it doesn't work out because the boats cost too much and sponsors aren't getting enough return on their investment, then it could be short story. Otherwise, the boats are a large step up for both the sailors and the technology people.

L38: Who's going to be the toughest competition for the Cup?

PC: We expect New Zealand to be very motivated. We caught them at the Worlds with only four or five months of sailing in the boats, but they've had the door closed in their face a few times now. They have a lot of experience and a good designer, Bruce Farr. They have three boats now and will probably build a couple more. Michael Fay is their big money man, but Steinlager may kick in quite a bit of sponsorship, although that hasn't been announced yet.

We'll probably do some training with the Kiwis. In recent years, the winner of the challenger series has a good chance of winning the Cup. That being the case, we don't want to slow down that track. We want

to push it as hard as we can.

The Japanese have tried to put a big program together with many sponsors. They, too, went 'offshore' to get their top level management. I've had difficulties running the Italian program and I'm part Latin because my father is from France. Yet I'm a lot closer to the Italian culture than Chris Dickson (the Japanese skipper) is to their culture. They're having problems after a frustrating show at the Worlds. They just fired Chris's father, who was one of their upper level managers. It's a tough time for them.

L38: Who do you think the defender will be?

PC: Dennis Conner. We were impressed with his boat at the Worlds. His designers gave him a good one for their first shot. Of course, they did have the benefit of seeing other boats beforehand. Dennis had good starts and went the right way in the first two races. The rest of the time he didn't. His speed was pretty good, but he was hurting for sails. I don't think he was faster than our boat. If DC gets any money at all, he'll be very tough.

L38: Dennis has sort of owned the Cup for the last decade, but is

there a changing of the guard going on now?

PC: That's always happening. The only thing that's holding us up from saying the guard has definitely changed is that DC is still the current defender. Once someone beats him, I think there will be a jump down in the average age of sailors in the Cup. It'll probably be harder in the future to have a longevity of reign that Dennis has had because the competition is fiercer. Kids are growing up sailing more

"We expect New Zealand to be very motivated."

hours a day now, and there are more international events to attend for youngsters.

L38: What will be your strategy against Conner?

PC: Know our strengths. Find his weaknesses and try to exploit them, the same as it would be against anyone else.

L38: So in your mind he's beatable?

THE LATITUDE 38 INTERVIEW: PAUL CAYARD

PC: Everybody's beatable, myself included. It would be naive to think that someone wasn't beatable.

L38: Are there more opportunities for people to be pro sailors now

"It would be naive to think that someone wasn't beatable."

than 10 years ago?

PC: Yes, and I think it's mostly because of the America's Cup. It's generally accepted that teams train two to three years to prepare and that they develop boats and teams that require money. That means people get paid. Before 1980, the America's Cup was just a four to five-month summer venture.

Professionalism encountered quite a bit of resistance in the beginning, like any change would. Now you don't find anyone in the America's Cup game who's not a professional — despite what Bill Koch alludes to. John Kostecki, Buddy Melges and Gary Jobson aren't down there at his camp volunteering their time... (Since this interview Jobson has left Koch's campaign and Kostecki has withdrawn to 'consulting' status.)

L38: Gee, they're not?

PC: No, I don't think so. And the professional aspect is flowing out to other parts of the sport. In the International 50 footer circuit you find many pros. The big key is the public. They have to get hooked enough on sailing that sponsors feel they're getting a return on their investments in these events.

Of course, the lower the budgets, the sooner they meet satisfaction on their return. In an ideal situation it probably would have been smarter to start off with a smaller ticket event and slowly cultivate a following that could support a certain budget. Instead, we've started off with a pretty big budget with the America's Cup. The Perth America's Cup gave everyone a taste of it, but now we're hitting the world with about a \$200 million price tag for the next America's Cup. Are there enough sponsors around who can get return from the media to justify putting \$200 million into this event?

L38: Is the fact that it's going to be in San Diego a problem?

PC: No. I think in the long run, it's good that it's in the States. Television works over here. We're better off here than anywhere else.

L38: Have you found your calling?

PC: I don't know if this is my calling. Someone dedicating their life to finding a cure for AIDS — that's what I would refer to as a calling. Right now, sailing is definitely my profession, though. As such, it's no longer as much fun as when I was 18 years old sailing around the Bay, but then it's not supposed to be. Like any job it gets routine and you don't look forward to going out on the boat every single day. But right now that's what it takes. Nowadays, as a professional athlete competing at the top level of my sport, I take sailing very seriously. I concentrate on it a lot. It's what I do best.

- shimon van collie







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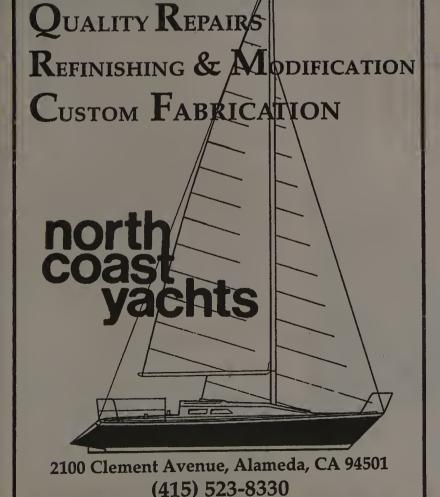
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MEXICO DEBRIEFING:

Last month we presented Mexico Debriefing, Part I, in which Kathryn and Ray Weiss gave their opinions on various boat gear. The Weisses, both in their 40s, had just returned from a season in Mexico aboard their 30-ft Pearson, Pacific Crest. In this month's Part II, they discuss additional gear, as well as many other topics of interest for those lucky enough to be headed south this fall.

Anchors & Ground Tackle

When we bought her, Pacific Crest came with a 14-lb Danforth, 15 feet of quarter-inch chain and 150 feet of nylon line. This was quickly relegated to being the light lunch hook. We bought a 35-lb CQR to serve as our primary anchor, mounted it on a bow roller, and attached it to 80 feet of 5/16-inch hi-test chain and 200 feet of 5/8-inch three-strand nylon line. Our back-up hook is a 13-lb Danforth standard deepset anchor mounted on the stern pulpit.

To haul the anchors up, we installed a used Simpson-Lawrence manual windlass. It worked well for us in all situations, and was a big help when we had to anchor six or seven times in Chamela over a rock shelf. We were usually able to anchor in about 20 feet of water and would always have at least 5 to 1 scope out.

The electric windlasses looked real easy to use, but they are expensive, use electricity and are more difficult for a layman to repair. Our manual arrangement was more than

COURTESY OF ABISHAG

Anchoring in the clear waters of Mexico is easy, as long as you have a big enough hook, plenty of scope, and at least a manual windlass.

adequate for our size boat in Mexico.

Sails

We had a main with three reef points, a cruising spinnaker, a 125% heavy genny, a working jib, an old working jib that we cut

ALL PHOTOS COURTESY PACIFIC CREST EXCEPT WHERE NOTED

down for heavy weather, and UK made us a storm jib. We really could have used a big light air genny — and some light sheets.

Roller Furling

Everybody in Mexico who had roller furling told us we should have it. And I think they were right. If we'd had it, Ray wouldn't have had to go forward to drop the jib near Isla San Francisco, and thus wouldn't have broken his ankle. That cost \$3,000, caused him a lot of pain, and forced him to return to the States for a number of weeks. Ray still likes hank on sails, however.

Guys take note, women love roller furling because it enables them to handle the boat. If they're on watch and the wind comes up at night when you're sleeping, your mate can roll in a bit of the headsail and not have to wake you. Women feel better knowing they can handle things by themselves.

Dodger

We bought a dodger from California Canvas of Point Richmond, and I wouldn't have left home without it. With the autopilot steering most of the time when it was rough, the dodger gave us a warm and dry place to hide out. If it was too hot, we still used the autopilot, and would use the dodger to shield us from the sun. I mean why freeze or fry when you don't have to? Several veteran cruisers told us they had made their first trip to Mexico without a dodger and had been just miserable.



Dodgers are great for staying warm and dry, staying cool, and popping out from under in order to see famous bridges on homecomings.

We had all the other stuff besides the dodger; awning, weather cloths, etc., but I made all of them. The awning was great and



only took five minutes to put up. Sailors in Northern California don't realize how much they need an awning until they get to Mexico. Even though I was voted as having the best tan at Baja Ha-ha, I try to stay out of the sun

I also built an all-directional windscoop that really helped ventilate the boat.

Ventilation

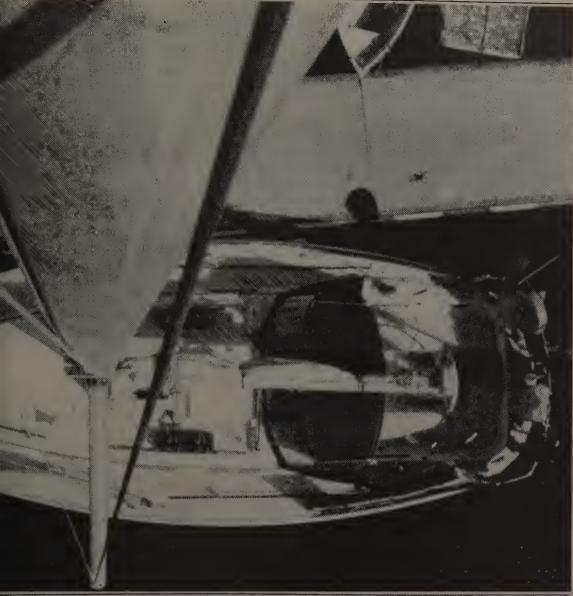
When we bought the boat there was only one deck vent; now there are eight. The extra ventilation affords much more comfort. We also installed a solar fan, which worked well, particularly on the slog to weather back up the coast of Baja. The boat still smelled like a locker room after three days of being closed up, but the additional ventilation got her smelling fresh again quickly.

Radios and Nets

Ray was astounded at how much we used our Combi VHF radio. Often times it's your only link with friends and the outside world. As such, an outside speaker and a mike accessible in the cockpit make watchstanding easier and life more quiet for those off watch.

It's important to have this vital link thoroughly checked out prior to heading south of the border. Something as simple as

PART TWC



The view from the top of a small, relatively inexpensive, but more than adequately-equipped Mexico cruiser.

corroded connections can interfere or disrupt your sole means of communication. We, for instance, found we weren't able to transmit as well as we wanted on the way down. While at Mag Bay, Rich on Sundance recommended we check all of our connections. After Ray cleaned the ones at the top of the mast, our ability to transmit improved dramatically.

The various cruisers' nets are great sources of local information. Pacific Marine Supply has one in San Diego, and there are cruiser nets in Cabo, Z-town, Melaque, Nuevo Vallarta and La Paz. Several of the more popular anchorages have open channels.

Be careful what you say on the radio. If you switch from the calling channel to another frequency, you still don't have any privacy, because so many people enjoy "reading the mail". Do Mexican officials tune in to the nets and private conversations also? Sure they do. As such, you want to be cautious when speaking about Mexican culture and customs, port officials, and illegal activities you may be engaged in. "We'll be arriving at Z-town tonight with three tons of weed from Panama," for example, is none

too brilliant.

Ham Radio

We didn't have a Ham radio and don't think it's critical in Mexico. One of the reasons is that so many folks love to operate them that you get offers to use them all the time. But if we were going to go beyond Mexico, we'd definitely get one.

You know what we used for High Seas weather and news? An old Zenith multiband that we bought at a West Marine Flea Market for \$10! It worked fine.

Crew

Prior to the trip we always sailed with just the two of us, but our trip insurance required three for passages.

Our first crewmember was an old friend who had some sailing experience. He'd originally agreed to sail with us from San Francisco to Z-town, then meet us again in Cabo for the trip north. By the time we reached Cabo on the way down, he decided cruising wasn't what he thought it would be, so he left the boat.

As a result, we had another friend fly down and sail with us to Z-town — and he loved it. After that we generally had an

additional crewmember — but considered blowing off the insurance requirement by having just the two of us bring the boat up the coast of Baja and home. This was certainly feasible until Ray broke his ankle.

One of our options for the trip back up the coast was to hire a third crewmember in La Paz or Cabo. But deckhands — not captains — wanted between \$500 and \$1,200, plus airfare back from San Diego. It seemed a little expensive to us, so when Ray returned to the States in April for further medical care, he used the Latitude Crew List to search for crew.

Ray called 20 people on the Crew List who said they wanted Mexico experience; 12 of those called back. Of those, five were able and willing to make the passage. Out of those five, three were willing to pay their own airfare, while two wanted it paid for them. Ray figured that all five of them would have made good crew.

The first of the five Ray met was Mickey, a NOAA fish biologist from Petaluma. The interview with Mickey went so well that Ray felt he didn't need to talk to anyone else. Although I worried what kind of sicko might want to sail north, Mickey was wonderful! He was using the trip as experience to find out whether he should get a trailer boat or a keel boat. As a person to share a small space with, he was always really positive, had a great sense of humor, and paid attention. In short, I could sleep when he was on watch. He treated the boat with the care he would have shown for his own boat.

And make no mistake, having three crew, as opposed to two, for the trip up the coast is nice.



VHFs are a necessity, hams are great, but mental telepathy is the least expensive way to communicate in Mexico.

Insurance

We played it straight when it came to insurance; we had it all. We had hull insurance (the rider for going to Mexico was just another \$150), Mexico liability

MEXICO DEBRIEFING:

insurance, and got extensions for both when we needed them. We also obtained health insurance from the American Small Business Association. All of the deductible for Ray's broken ankle, as well as nearly every associated expense, was covered by the medical rider that came with the hull insurance!

The ASBA health insurance cost \$380/month for the two of us and protected us against catastrophic medical bills. They're not my favorite company, but they were all right. As it turned out, the rider on our hull coverage paid as much of the broken ankle expenses as did the ASBA policy. Naturally we were delighted by the medical coverage from our hull insurance, which we got from Leisurecraft/TransPak after going through the ads in *Latitude*. Leisurecraft/TransPak even wanted to know if we had enough cash to carry us through until the claims were processed!

Insurance, both health and boat, was a major topic of conversation in Mexico: Do you have it? How much did it cost? Is the company still in business? The majority of the newer, better maintained boats had hull insurance, while many of the others did not. I don't have any figures, but I'd guess less than 35% of the cruisers had health insurance. The nice thing about Mexico is that health care is relatively cheap. Long term cruisers, such as Keith Radcliffe on Shangri La IV, gets Mexican health insurance for about \$250 U.S. a year.

(Incidentally, we found the staff and doctors at the military hospital in La Paz to be well-trained and professional. Specialists in the States later told us that Ray's surgery had been handled well. Everyone was helpful during this stressful time: other



throughout our trip. One of our rules was that we'd buy water wherever we saw the locals buy water. It served us well. We treated our water with bleach or iodine and washed all our fruits and veggies in a bleach solution. The formula we used for purifying water was a quarter teaspoon of bleach to five gallons of water or 20 drops of iodine to 10 gallons of water. Remember, you can't use both methods with the same water. There are, however, nearly as many water purifying formulas as there are cruisers.

Half of the medical expenses for Ray's broken ankle were picked up by the rider on his hull insurance policy!

got fairly heated as everyone thought they had the right formula.

Many of us haven't lived in a hot climate before, and the one thing to keep in mind is how important it is to keep drinking plenty of fluids. One lady we know well drank too many margaritas, got too much sun, became dehydrated and developed a bladder infection. So watch it!

Money

We took cash and traveller's checks, and later used our Visa card to get cash from banks. The one advantage of having the Visa for cash is that it takes several weeks before the charge hits your account, during which time your money earns interest at home.

But there are disadvantages to relying on plastic to get cash. Not all towns, Turtle Bay, for example, have a bank that will give you pesos on your Visa. Remember also that banks in Mexico have short hours, long lines and observe every conceivable holiday.

We did not use ATM machines in Mexico to get cash. As Latitude readers know, some cruisers lost money trying to use those machines.

Buying things in Mexico is not always as easy as it is in the States. When the hospital asked for 8,000,000 pesos before releasing Ray, all I could say was, "Do you take Visa?" After several conferences, the mustachioed and gun-toting administration officials



boaters, the La Paz marinas, taxi drivers, hospital staff, and others. Again, it's the good people that make for a good cruising experience.)

Other than Ray's ankle and some tourista I got in Guadalajara, we stayed quite healthy

Some of the happiest cruisers are neither young nor in magnificent shape; like the folks on 'Western Sea', they've just got the right attitude.

When it was my turn to run the La Paz net, the subject of water treatment arose and the conversation lasted for about 15 minutes and

PART TWC



Mary Shroyer, of Marina de La Paz, has been a great help to cruisers over the years.

agreed they could — if we would pay the 3% service charge they have to give the bank. It was fine with me; I just wanted my captain back. Making the customer pay the service charge for using a credit card is not uncommon.

Lots of smaller businesses in Mexico, and even larger ones in small towns, don't take bank cards. Small vendors are even wary of accepting travellers' checks. Even cash doesn't always work. We tried to keep our coins and bills under \$10,000 pesos for small towns and shops, because they rarely have change for \$50,000 peso notes! (In November, the exchange rate was 2,922 pesos to the dollar; in May it was 2,994. Many vendors and cruisers just used 3,000 pesos to the dollar for simplicity's sake.)

Other Papers

Mom handled most of our business back home, and did a wonderful job. It kept us in touch and allowed her to 'participate' in our cruise. We'll never do that to her again! Next time we'll find a way to simplify things and pay a pro to handle our affairs. It was a hassle for her when unexpected things happened — like the IRS audit.

Although you don't need a passport to travel in Mexico, you want one because it's the best form of identification. In some places at some times, in Manzanillo during the Gulf War for example, the Port Captain requested that cruisers leave their passports with him overnight. Those in the know refused to leave them, giving him copies of

their passports instead.

All the how-to books suggest a notarized letter from your lender giving you permission to take a mortgaged boat out of the United States. Nobody ever asked us for that letter, but Murphy's Law says we never had to show it because we had it. Murphy also governs checking in and out of Mexico: six copies of everything is one too many, five copies is one too few.

Get your cruising permit and fishing licenses in San Diego. Pacific Marine Supply and Downwind Marine have all the details, and you can compare notes and share rides with other cruisers going through the same process. It takes a little time but is very easy.

Checking in and out of various Mexican ports — and you're required to do this every place there's a Port Captain — isn't much of a problem as long as you're not in a hurry. Figure on half a day, as the Port Captain and Immigration are usually conveniently located at opposite sides of town. Besides, nobody in officialdom likes to set a bad example by working too fast.

There are marinas and other outfits that will do the paperwork for you. When we checked in to Cabo, for example, the marina said they'd handle our paperwork "as a service" for \$23. We thought they meant it cost \$23 and they'd do it as part of our paying to stay in one of their slips. Then we found out that other cruisers with similar size boats only paid \$1.50 U.S. So we'd actually paid about \$21.50 to have someone do it for us — which turned out to be quite reasonable compared to what some outfits charge. Nonetheless, if you're one of the legions of cruisers with more time than money, you'll want to do your own checking in and out.

Cruisers often wonder if it's worth the hassle to check in and out of each port. Some yachties don't bother with the procedure if they are only staying one night, but they're very discreet about it.

One cruiser didn't check out of La Paz; when he arrived in Puerto Vallarta the authorities confiscated his boat. The fines and storage fees were very expensive and it took this casual captain several months to retrieve his vessel. So ignore Mexican law at your own peril.

Language

There will be times when no one speaks English but you. Cruisers who took a Spanish class said they were glad they did, but it's certainly not necessary. What is necessary is that you make an effort to speak Spanish. The locals were gracious in trying to understand and help our mangled tenses and grammar. I practiced with everyone: in line at the bank, with shopkeepers, taxi drivers, streetsweepers, fisherman and farmers. It was fun to finally be able to make a joke and be laughed with rather than at.

Smiles and sign language are crosscultural, but only work to a certain point. Asking directions us an example. If the directions are more complicated than 'just across the street', you may find yourself asking over and over again.

There was also the case of the first attempted rescue of the sloop *Tovitchka* from a Baja beach. The folks on shore were unable to communicate with the Mexican fishing vessel that had come to try to pull them off. The language barrier ruined a good chance to effect an early rescue.

Mexican Mail

Mexican mail more than lives up to its reputation for being less than dependable. And it's not cheap. After promising to send postcards to half the known world, I was shocked that it cost between 50 and 75 cents U.S. to send just a postcard! A popular alternative is to give your mail to one of the many people headed north. While folks headed north will drop your mail in a slot, it's considered bad manners to give them



It's times like this, when confronted by a happy and curious group of young Mexicans, that you wished you'd taken Spanish lessons.

money and ask them to buy stamps — so bring your own.

The 'Cruiser's Express', which is basically cruisers forwarding mail from one port to another, varies in speed depending on the

MEXICO DEBRIEFING:

time of year and ports involved, but it is pretty reliable. Christmas cards, for example, followed me from Cabo to Z-town, up the mainland coast, finally arriving in La Paz in

Bartering & Trading

It's great! Useful items to bring include any major music group or California sports team T-shirts or hats. Used items are fine as long as they are clean and in good condition. Calculators, wristwatches, fishing gear, small tools, school supplies, American toys, brandname tennies and bright-colored fabrics are much appreciated.

Joy Bauer of Nanva spent no money on souvenirs or gifts. She'd tell the vendors she had no dollars or pesos, just the items in her basket. She was able to trade for just about everything she wanted, from rugs to hammocks to jewelry.

Exploring and Inland Travel

You can travel inland and explore to match your budget. Fritz and Janice of Edson were the most industrious explorers we met. They went somewhere nearly every day, by walking, biking or by riding a local



'Pacific Crest' found Mickey, their crew for the slog back up the coast, through 'Latitude's' Crew List. He paid his own way.

bus to the end of the line. Usually it's a whole different world just a couple of miles from an anchorage.

For the long distance bus trips, it's worth it to pay the few cents extra to ride first class unless you're searching for the 'complete' cultural experience.

Don't Leave Home Without . . .

A good cart. No matter what you think, you'll schlep tons.

A galley strap to keep you in place while cooking underway. Install another set of padeyes and a strap at the nav station, too.

Business cards with your name and address and call signs, your boat name, type, size and identification numbers printed on them. Most cruisers like to have a line drawing or artwork of their boat as well. These cards are a good way to exchange addresses with fellow cruisers and are appreciated by officials, too. A similar boat stamp is a good idea, too.

Camera. What type and how sophisticated depends on individuals tastes. Minolta Weathermatic 35mms were popular this season, but I wish we'd made space for our good single-lens reflex and a big zoom lens. A Polaroid camera is great for icebreaking and friend-making, but remember, they are not waterproof. I forgot.

Video cameras make for lots of laughs and long time memories, and many boats had them. The most prized, however, were the waterproof video cameras.

A photo album of home. Photos of the rest of your family, your home, your workplace, your hometown — these are a great way to share your world with others. Mexicans were fascinated by our pictures of snow country and mountains, although San Francisco was always the favorite.

Gifts are a great way to meet people. We took party favors, balloons, pencils, and American pequenitos (candy) for the kids. Given a choice, most kids would take a toy or pencil. I'd go to a completely deserted beach with a Ziploc bag of these things and within minutes children would materialize from nowhere. I'd get a chance to learn more Spanish, the kids would have new material for dumb gringo jokes, and eventually the kid's parents would come around.

Used clothing and bedding. You need to bring these for the various Christmas Drives. Remember, too, that such things are needed at any time of year in almost all the small villages, and that the people greatly appreciate it. We heard many 'king for a week' stories from cruisers who had been kind to small villages.

Paper products. Mexican paper products are no treat. The toilet paper is rough and scratchy, and the paper towels are flimsy. American paper products are best. Bring



Boat 'business cards' make life easy.



them from the States, because they cost much more in Mexico.

Food treats. Produce is a real bargain on the mainland, and combined with tortillas and fish, you can eat for practically nothing. But if you're attached to brand names and gourmet cookies, you'd better bring them

Lady treats. If it makes you feel good, you should probably bring it. A butane curling iron was a big deal for me when my perm began to run out and I was hearing "no habla" horror stories of sign-language perms.

Mañana attitude. As soon as you accept the true meaning of mañana, everything mellows out. Mañana does not mean 'tomorrow'; it means 'not today'.

Folks In Mexico Who Help Cruisers

I can't say enough good things about Mary Shroyer at Marina de La Paz, who has done so many nice things for cruisers. For first-time cruisers making their initial stop in a foreign country, Gil and Karen at Papi's Cruising Center are a tremendous help. And on the mainland, Philomina at Los Pelicanos in Melaque is right there for cruisers.

Other Cruisers

The people are the greatest thing about cruising. But naturally, not all of them enjoy

PART TWO

Of boats our size, we were impressed with Babas and Shannons. Our 'lottery boat' is a Mason. Tamasha, the big Herreshoff, was great, but she cost a fortune and isn't that nimble. I don't know . . . we love our boat.

What We'd Do With \$10,000

If we'd had \$10,000 more to spend on Pacific Crest, a planing dink would be number 1, because I just hated not having the greater range. A GPS would be number two, because then Ray could be as laid back at sea as he is at anchor. Then would come our own liferaft, a watermaker, a drifter, a propane stove, solar panels, an extra autopilot and an extra alternator.

That would pretty much eat up \$10,000. but other stuff that would be neat includes. an outboard track for the genny, replacing the opening ports with metal, installing a better traveller, an outside VHF speaker, securing the internal mast cables that slap around, getting a masthead tri-color, redoing some of the galley cabinetry, and installing better lighting.

Our 'dream on' list consists of: scuba gear and a Nikonos underwater camera, a waterproof camcorder, roller furling, a navigation computer, and I'd kill for a laptop computer.

What's Next

We're planning on leaving again in two years with the same boat, after adding a watermaker, liferaft and some of the stuff mentioned above. We would like to spend two winters on the mainland and two summers in the Sea of Cortez — perhaps returning to Oregon during the hottest summer months. We figure we'll be able to



The spirit of cruising. Van snuck a Baskin-Robbins ice cream birthday cake to Cedros for his sweetheart — and wife — Bernadine.

afford it if we work hard for the next two years.

Our biggest regret about this last cruise? We wished we'd planned a little differently so we could still be out cruising.

kathryn weiss



People are what make cruising great. This bunch waits out the weather at Mag Bay.



Neptune whoops it up in the Sea of Cortez aboard a Hans Christian 'wedding cake' 44.

themselves. As always, there's a group of women who've "just come along for the ride" and won't ever let 'husband Harry' forget it. Of course, there are a few sub-human captains in every port, too.

Some first-timers discover that cruising is more work than they thought it would be. There was one wife on a San Rafael boat, for example, who got fed up before they even reached Turtle Bay. She left, but the husband kept going. The last I heard he'd gotten new crew and is enjoying the Sea of

One or two couples thought Mexico was too dirty or that it cost more than they thought, but we never heard of a cruise being the cause for a divorce. But then we like to surround ourselves with people who are having fun - and there are some great ones!

Two of my favorite friends were "Janice and Howell aboard the little Shock 27, Glacier Blues. He's about 45, sort of a '60s rebel from the Bay Area, and she's in her early 30s. Jim and Rose Mary of Puffin; Rich and Linda of Sundance; Shelly on Star of Denali; Alan of Carioca III — these are just some of the many great people we met in

Mexico.

Other couples were inspirational. I'm thinking particularly of Van and Bernadine VanDeventer on Western Sea, a 42-foot Cross trimaran. Both in their 60s, they'd had all kinds of careers all over the world and learned to speak many languages. They worked in Nicaragua and spoke Spanish, in Iran and spoke Farsi, in Siberia and spoke Russian. They'd done all that while mostly owning monohulls. But when Bernadine's arthritis got bad, they switched to a multihull because it was easier on her.

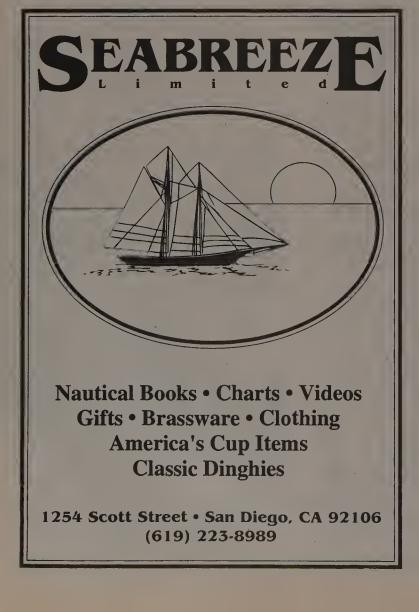
Here's an example of how well he treated her: We met them at Cedros where they had a birthday party for Bernadine. Van produced some kind of Baskin-Robbins ice cream cake he'd snuck down in dry ice from San Diego! This Sacramento couple, familiar faces at Stockdale Marine, were absolutely living life to the fullest. As far as we were concerned, they were the spirit of cruising!

Now Instead of Later

We didn't have our dream boat or all the gear we wanted, but we have no regrets going as we did. Getting everything would have meant another year of waiting or having to give up part or all of our Oregon home — neither of which we wanted to do.

Other boats we saw down there we liked?







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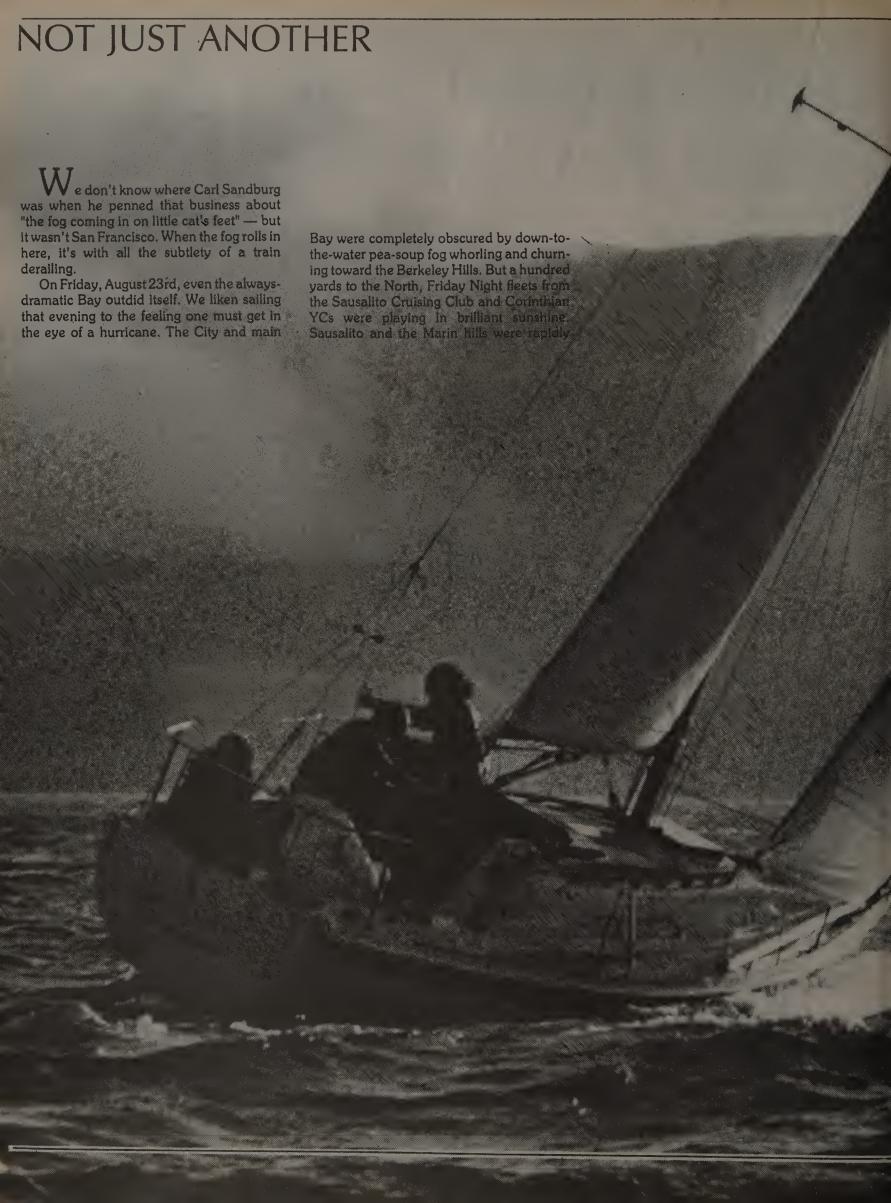


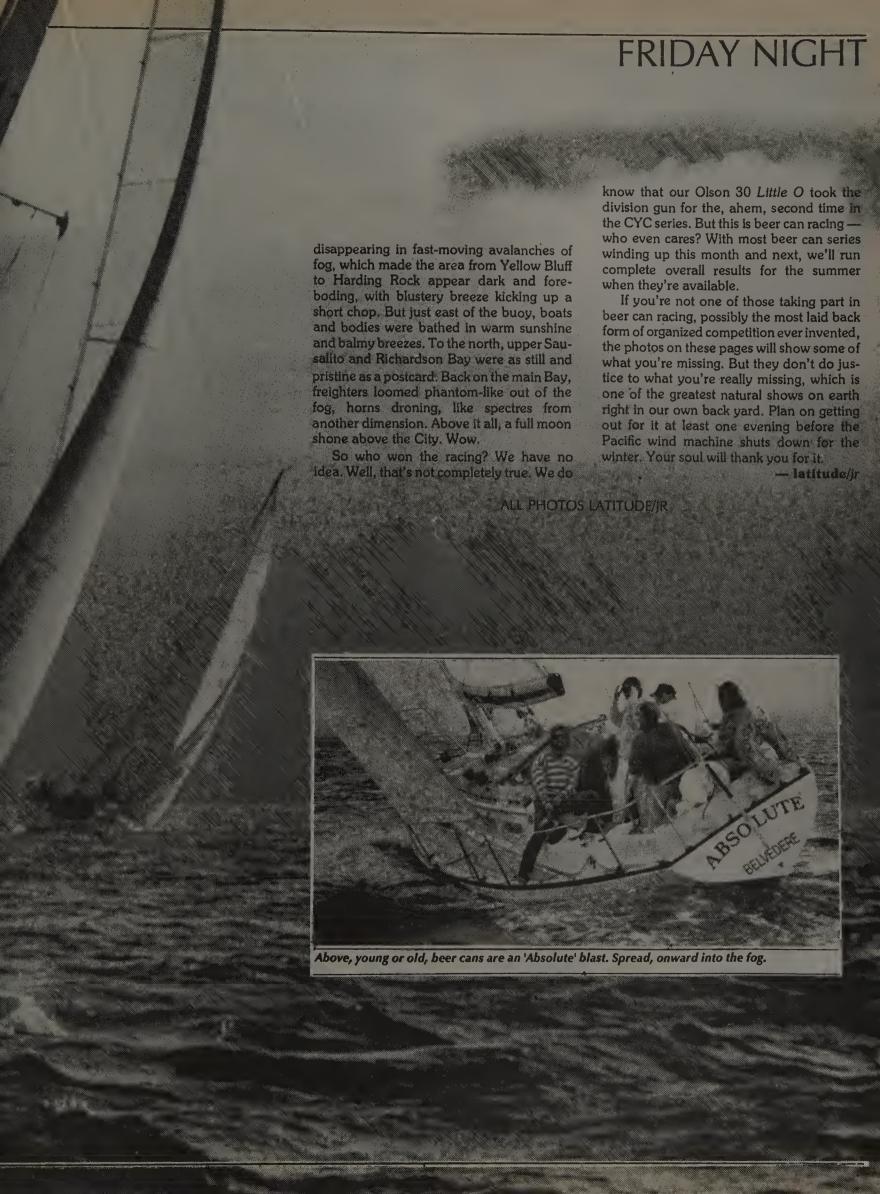
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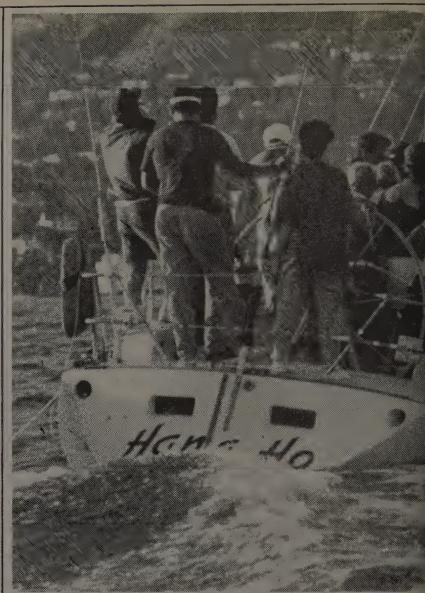
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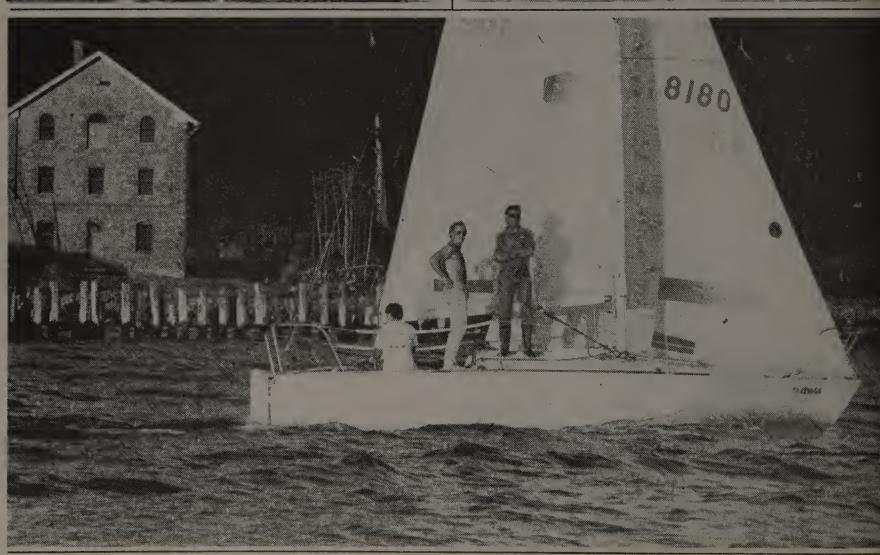
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Clockwise from below: Re-Quest and Little O— the beat goes on; full moon over bright water; serious (for Friday night) rail riding on the J/24 Another White Boat; artsy-fartsy backlit spinnaker shot of Paul Kaplan's sexy new 11-Meter; there was standing room only on Rolf Croker's first-to-finish Hana Ho; IOD crew hunkers down in some wet going; it was blustery and dark for boats rounding Harding Rock.



THE STORIES SHE COULD TELL

A handful of well known sailing personages got together earlier this year to celebrate the 30th birthday party of a beloved friend, a sailboat by the name of Spirit.

Sausalito's Mary Crowley arranged the get-together. The only 'cover charge' was that you had to have sailed on the boat. However, if everyone whose life had been touched by the little sloop attended, they'd have needed to move to much larger quarters. As it was, those present included Jack and Barbara Thomson, Spirit's present owners; yacht designers Doug Peterson and Tom Wylie; retired-and-off-cruising former owner Peter Sutter; Lillian Kiskaddon, widow of the original owner; Bill Green, proprietor of Green Marine in England; professional sailor Robert Flowerman; '70s-era Spirit crewman David Beatty; and 'friend of the family' Nancy Drew.

The agenda was simple: to celebrate the boat and all the good times had aboard her. What eventually emerged was a heavy-duty bull session of greatest hits — the best stories and anecdotes about one of the West Coast's most traveled boats. Here are a few of them:

pirit was the product of the imagination of George Kiskaddon and the design talents of Sparkman and Stephens. Conceived as an all-out racer under the Cruising Club of America (CCA) rule, the flush-deck 33½-footer was built at Newton & Sons, Ltd, in Hong Kong. The carvel construction featured mahogany planking over ipon frames. (Ipon is said to as hard as oak, but not as brittle or as predisposed to rot.) Interestingly, neither caulking nor glue were used between the planks. They were fit together with such care that after 30 years and an estimated 100,000 sea miles, the worst leaks onboard still come from the plumbing for the head.

Spirit was shipped to the Bay, launched

CCA championship. She repeated the win the next year, and also participated in her first big ocean race, the '63 TransPac. (Gary Mull formed part of the crew for that race, then spent his honeymoon delivering the boat back to San Francisco with his new bride, Heather.)

Counterpoint to that warm, downwind slide was the third major test: one of the most brutal ocean races ever run out of San Francisco Bay — the '63 Buckner.

Twenty-seven boats started the Buckner—a 100-mile race to the Bodega Head buoy and back—that June. Three finished.

Veteran offshore sailor Derek Baylis was calling shots aboard Spirit that day. The whole way up, in winds gusting to around 50 knots, Spirit nipped at the heels of the 55-ft ocean racer Santana. "Every time they turned around there was 'that Goddamned little boat," recalled Lillian Kiskaddon.

When night fell, those aboard the big boat lost track of the upstart. But after a couple hours, they couldn't stand the suspense any longer. They turned on the spreader lights and there was Spirit — right alongside!

By Drake's Bay, the Santana crew had had enough. They packed it in and anchored for the night. Spirit continued on, finishing the race in a little over 19 hours.

Other racing milestones under Kiskaddon's 12-year ownership included class wins in the '64 Acapulco, '66 Bermuda and '66 TransAtlantic (Bermuda to Denmark) races. While in Europe, Spirit took first in class and first overall in the 1,700-mile Flemish Cap to St. Kilda Race in '66, second in the '67 Burnham Week, first in the '67 Fastnet and first in the '68 RORC season championship.

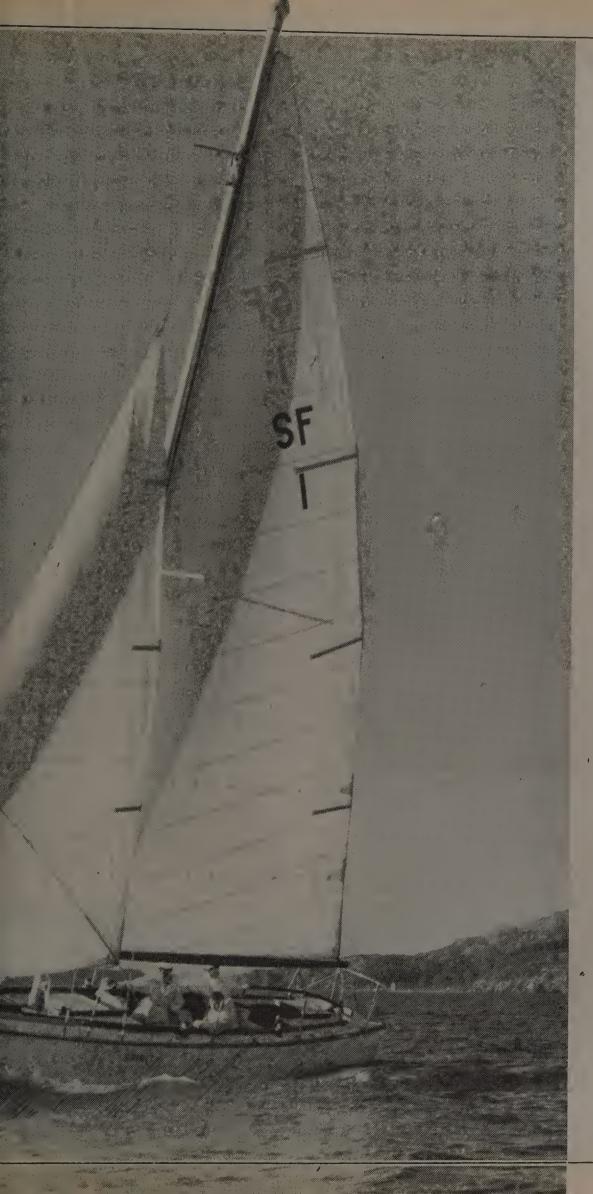


in 1961 and immediately began showing her mettle. Long and narrow (8'6" beam), with half her 12,000-pound displacement at the bottom of her modified full keel, Spirit proved particularly strong upwind — even against much larger boats. In her first full season of racing in 1962, Spirit won the

Spirit''s keel looks a lot like a Bird Boat's.

Back in the Pacific, Kiskaddon and crew garnered fourth overall in the 1970 Tahiti Race and first overall in the Suva to Auckland the same year. They probably would





- SPIRIT AT 30

have continued the streak in the '71 Sydney-Hobart, except that the rudder broke off. They made a spare out of floorboards lashed to the spinnaker pole and limped in. The floorboards still carry the holes.

Spirit's performance in the Fastnet so shocked the staid British yachtsmen — she was third to finish behind a couple of 72-footers — that they scrambled to 'invent' a rule to discourage her from returning. Thus was born the engine requirement, which is on the books to this day. George didn't return, and he never put an engine in, either.

Well, at least a permanent one. . .

There was one ocean race — no one at the party remembered exactly which one — where the matter finally came to loggerheads. The race rules were very explicit on the engine requirement. And George really wanted to do the race. When he finally resolved that there was no other way, George installed a small shaft and prop.

Then he removed the Briggs & Stratton engine from his lawnmower, screwed it down to a removable plank and hooked it to the shaft. The way the story's told, Myron Spaulding (probably knowing full well what was going on) came down to measure the boat and make sure it met all the race criteria. When he called for the engine to be started, George went down, yanked the cord, and the little Briggs roared to life in all its unmuffled, staccato glory.

"Jeee-sus Christ!" Myron shouted above the din. Almost as soon as the boat started moving, he checked off the requirement and screamed, "That's enough!" Immediately upon finishing the race, George removed the offensive little beast and put it back on his lawnmower. Total running time in the boat was about five minutes.

was about five minutes.

As the evening wore on, the talk shifted gradually to cruising. All agreed it was an activity at which Spirit proved every bit as adept as racing, despite her lack headroom—or even a cabin!

"This is a warm-weather boat, there's no two ways about that," says current owner Jack Thomson. "And the cockpit's so nice and big, when we're cruising, we do almost everything there." If it starts getting wet, it's just a matter of pulling up the dodger, which appears painstakingly designed to compliment Spirit's lines. Right?

Not exactly.

"Peter Sutter had the dodger made to some very specific dimensions all right," says Jack. "He was driving around Sausalito one day when this Mercedes roadster went by with the top up. I guess Peter took one look and knew that was the exact shape he

THE STORIES SHE COULD TELL

wanted for Spirit's dodger.

"So he follows the guy home, and the guy knows he's been followed home — God



Barbara and Jack Thomson (aboard another boat) in Bequia in 1989.

knc ws what Peter was driving. Anyway, he jumps out of the car going 'What do you want?' and Peter says 'I love your convertible top. Can I take a few measurements?"

Sutter owned Spirit from 1973 to 1978. Though he continued to race the boat, winning among other things the local IOR seasons in '73, '74 and '75, he also wanted it comfortable enough for the boat's first South Seas cruise, which he completed in the late '70s. That meant an interior.

Under Kiskaddon's ownership, amenities below consisted of pipe berths, a swing stove and a bucket. Sutter and Hank Easom codesigned the new arrangement and Hank put it in. Well enough thought-out that it hasn't been changed since, the interior features a small galley/salon with propane stove, handy quarter berths, and a V-berth and head forward. When onboard guests overflow the main cabin, the former sail locker for Spirit's 19-bag inventory does double duty now as an 'aft cabin'. Sutter also replaced the spruce mast with the present aluminum one.

The engine misadventures continued under Sutter's ownership. Like George, he thought nothing of sailing the boat in and out of its slip in the San Francisco Marina. But folks got so upset at the 'what-ifs' that Peter finally removed a couple of water tanks from under the cockpit and stuck an old Wankel engine in there. Though he contin-ued to sail in and out of his slip, somehow it made folks feel better to know there was an engine aboard. What they didn't know was that the engine had long since corroded and seized, rendering it useless.

Electronics aboard have been another sticky point among the purists who have owned Spirit over the years. With no engine to charge them, George particularly hated the always-dying batteries.

hen George Kiskaddon died in the mid-'70s, his ashes were scattered under the Golden Gate. To this day, the custom

ALL PHOTOS COURTESY JACK AND BARBARA
THOMSON EXCEPT AS NOTED

aboard Spirit is to toast George whenever the boat sails near or under the Bridge by pouring a glass of wine or some other, uh, spirit over the side. But one day in the late '70s, as Spirit approached the Gate, Peter climbed topside with a troublesome battery that had failed one time too many.

"Here's a battery, George," he said and chucked it over the side.

Jack Thomson bought the boat in 1985. A longtime sailor, voyager and wooden boat devotee, he had owned a half-dozen classics before Spirit, and it's worth a quick sidetrack to acknowledge the one that 'brought' he and Spirit together. She was Westerner, a 44-ft Alden cutter built in 1935 by Lester Stone.

After extensive cruising around the South Pacific, Europe, the Med and the Caribbean in his various boats, in 1978 Jack pulled Westerner into Bequia and instantly fell in love with the place and its gentle people — as well as with future wife Barbara, who he met there in 1979. For the next seven years, they led an idyllic life, chartering and living aboard Westerner.

On February 3, 1985, it came to an abrupt end. That was the day Westerner caught fire. The flames spread quickly and Jack's attempts to avert the inevitable with a small extinguisher were ineffective. Westerner was a total loss.

And so, it seemed to him at the time, was Thomson's life. "That was a beautiful, beautiful boat," he still mourns. "And everything I owned was aboard. It was one of the lowest points in my life." That's when the Bequians showed their true mettle. Buoyed by the kindness of the local people that went well beyond the call of duty — including the Prime Minister giving Jack the keys to his small retreat on top of the island — he eventually rebounded.

"Later that year, I was talking to Mary Crowley — through whose Ocean Passages I'd booked charters on Westerner — and she



never would have done for any lesser boat — and certainly not for one that represented a step down in size from what he was used to. "But I knew Spirit," says Jack. "I knew what kind of boat she was."

Jack found her up in the Delta "in deplorable condition." He doesn't blame the then-owner, but says it was another classic case of a well-meaning owner who didn't know a thing about wooden boats. "He'd also installed...l don't know what it was — this big electronic readout screen — so that was all you saw when you looked down the companionway...." Jack shakes his head.

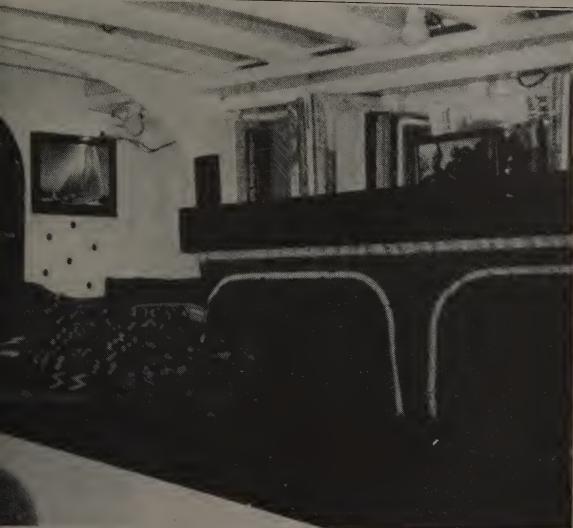
Despite the neglect, a survey revealed only a little bit of soft wood around the

A rare moment of repose.



mentioned that Spirit was for sale," says Jack. That was enough to bring him out west for a look, something he readily admits he transom. (The boat has yet to require any major structural work.) Jack used the repair opportunity to beef up the bracing inside in

- SPIRIT AT 30



Though smallish from the outside, 'Spirit's interior is cozy, functional and surprisingly roomy.

case it had to withstand the impact of a big following sea someday.

He also retired a couple of items of deck gear that probably qualify as museum pieces.

"This boat got the first manufactured Barient winches in the world — stainless steel, ball bearing — they're beautiful things," he says. "But they were mounted right in the cockpit, and for the type of sailing I planned to do, I didn't really need them."

He also wasted no time in replacing the Atomic Four gas engine with a Yanmar two-cylinder diesel. "Westerner had an Atomic Four," he says solemnly. He also added a folding Martec prop.

The refit and refurbish took a year and a half. Jack and Barbara departed the Bay in late 1987. With pickup crew, one or more of their combined five grown children, or just on their own, they cruised leisurely through Mexico, Costa Rica and the Panama Canal, thence to Columbia, the San Blas Islands, the ABC's (Aruba, Bonalre, Curacao), and on to the Windward Islands. They spent Christmas In Venezuela with friends, then returned to Bequia, Trinidad and their other old haunts before heading up the East Coast.

And just because Spirit has a working engine doesn't mean Jack has broken tradition. "In the first 12 months, we motored

exactly 36 hours, which consumed a grand total of 9 gallons of fuel," he says. "That should give you some idea of this boat's sailing ability.

"This is the best sailing and funnest boat to sail I've ever owned."

He does admit one concession to modernity. "I'd always done all my navigation with a sextant," he says. "But Barbara began hinting how nice it would be to have a Satnav. I said fine. If you want a Satnav, you buy one. She did, and guess who's spoiled now?" He rolls his eyes and smiles.

In Cape Cod in October of 1990, Spirit was loaded on a flatbed truck with another boat for shipment back to the Bay.

"Do you know how this works?" asks Jack.
"Every state has different laws about how wide trailers can be. And this one, with two boats partially overlapped, was pretty wide. So they planned out a slightly northerly route to avoid states that might give them trouble.

"Personally, I'd have preferred a more southerly route. It was getting to be fall and it's not good for a wooden boat to be exposed to huge variations in temperature. But I understood where they were coming from. As long as they weren't going through Montana things would probably be okay."

The next thing they knew, the truck was stuck in Utah for three days by an early blizzard. Average temperature: 7 degrees below zero.

Jack laughs unexpectedly. "But you know what? When the hull froze, all the old bottom paint fell off! I was planning this big stripping job out here before the boat went back in the water, and the cold did it for me!" Fortunately, the deep freeze didn't cause any permanent damage to the hull.

These days, Spirit tugs gently at her mooring lines in a Sausalito slip. Ordered by his dermatologist to stay out of the sun for a while and admitting to "getting up there for a boat like this", the 71-year-old Thomson has put Spirit up for sale once more.

"It's tough," he says. "I often ask myself if I'm doing the right thing. But this is a special boat and it's meant to be out there going somewhere, not sitting in a slip."

It's also a boat that requires a special owner, he allows, someone that knows wood boats and can keep Spirit up in the way she deserves. So despite several nibbles on the \$35,000 asking price, the Thomsons don't feel like they can sell her to just anybody. "I almost feel like I should take applications rather than offers," he laughs.

Interestingly, or perhaps it's kharma, one potential buyer is Whit Newton — the 'Sons' part of Newton & Sons, Ltd, the builder. Despite being only 10 at the time, he remembers Spirit being built at his father's yard.

For now, it seems that Spirit is between stories. But then Jack gets a twinkle in his eye. "It's been years since she was raced," he



Peter Sutter.

says. "But I was thinking, if the boat hasn't sold by next spring, it might be fun to do the Doublehanded Farallones with her..."

- latitude/i

For those interested in more details about the building and history of Spirit, we're happy to note that Woodenboat magazine plans one of their excellent in-depth articles on her in the near future.

WHERE ARE

To paraphrase the old anti-war folk-song, "Where have all the old (racing) boats gone?" The answer, nautical friends, is still blowing in the wind — because there's no way in hell we had the time or resources to track them all down. But we did have a lot of fun getting as far as we did, and it was a great excuse to trot out a bunch of our favorite file shots.

There was no real methodology to our research: we simply xeroxed the results of the last dozen or so Big Boat Series and then got on the horn, trying to crack the case of The Vanishing IOR Boats. Our findings were actually, ahem, quite elementary:

Vancouver, BC — The most active one ton scene in North America may well be in

Seattle — Thanks to the ubiquitous Buchan clan, the Seattle IOR fleet has 'Skedaddle' went to Chile.

Vancouver, 170 miles north of Seattle. The local fleet boasts five actively raced 'real' one tonners — three Davidsons (Pendragon III, Mad Max and the older Aquilla), one Farr (General Hospital, from Hawaii via the Cal Maritime Academy at Vallejo) and one

Still our favorite sailing photo: 'Margaret Rintoul' (now 'Tomahawk') with the hammer down at the '82 Clipper Cup.

actually rebounded in the last few years. Now, here's a family who likes big IOR boats: John Buchan campaigns Heather (ex-

Beneteau (Jazz, ex-Glory, Rod Parks' former steed). Using a modified version of IOR, one which further penalizes light weight and fractional rigs, the local fleet has made a bunch of bigger, 'old-style' boats competitive again. Among them are Salute (Bill Twist's old blue Peterson 41, which was briefly known as Flying Machine), Zingara (Soverel 40) and Will-O-The-Wisp (Peterson 41).

Pendragon is currently the hottest 'grand prix' commodity in the Northwest, as confirmed by her mid-July overall win at Whidbey Island Race Week. Jazz, a recent arrival, is beginning to flex her muscles in the local fleet. If you've got a one-tonner for sale, this is the place to unload it.



Locura, a Soverel 50), brother Bill Buchan of Star boat fame has Sachem (a custom Peterson 43) and brother-in-law Earl Miller now owns the Frers 54 Jubilation. Lucille (ex-Springbok, a six-year-old Vallicelli 50) and a pair of SC 50s, Oaxaca and Palm Tree Express (ex-Mongoose), round out the local big boat fleet. Incantation, a Canadian SC 50, occasionally comes down to join the fun.

While the sailing rage in Seattle is currently J/35s, there are plenty of aging IOR juggernauts still out bashing around the cans. In fact, Seattle has historically been a 'retirement home' for elderly Bay Area boats. Among the Bay Area alumni up north are Wings (Serendipity 43), Kentucky Woman (Peterson 40), Chimo (N/M 41) and High Noon (Peterson 40). Wall Street Duck recently joined the Seattle fleet (owner Jim "Elroy" Robinson moved up there last year), and apparently is doing well in the predominately light air racing. Damn Near, Bert Damner's green Kaufman 41, is also up in Seattle — Bert sold 80% (four shares) of the boat, but has retained the last 20%. The Mull 42 Improbable, now serving as a liveaboard cruiser for Len Schwab, is currently berthed in Seattle, too.

San Francisco — Despite the best efforts of DIORS (the so-called "Dead IOR Society", a secret organization dedicated to preserving the rule), IOR is deader than a proverbial door nail on the local level. The final hurrah — a whimper, not a bang — was last year's Big Boat Series when only three

THEY NOW?



The '88 One Ton Worlds — the pinnacle of IOR racing on San Francisco Bay?

big IOR boats (Blade Runner, High Risk and Golden Bear) and seven little ones answered the starting guns. But there are plenty of former grand prix boats still racing under the FIMS ("Fake IMS") rule, a local bastardization of the mysterious IMS rule.

Among them are Bondi Tram (which won the '91 local championship and is actively for sale), Golden Bear (ex-Bravura, Frers 46), Infrared (ex-Sister Divine), Swiftsure, Sweet Okole, Irrational, Great Fun, Leading Lady, and the Smith 43 High Risk (which Ted Wilson will steer in the upcoming Big Boat Series). Even Brown Sugar, the handsome cold-molded Peterson 38, came out of retirement for this year's Silver Eagle. Corsair (ex-America) is also an active competitor, despite her recent dismasting. The boat, flying a storm trysail and a Flowerpot mainsail off the stump of her mast, recently limped across the starting line of the Drake's Bay Race, presumably to get a DNF instead of a DNS.

Then there are the many boats which have been 'put out to pasture' — Confrontation (ex-Shockwave, now 'avocado' green and being converted to a cruising boat in Brisbane), Monique (now painted black and resting in Redwood City), Incredible and Racy II (Peterson 40s converted to cruising boats), and Pegasus (cherried out and living happly on the Estuary). Flasher and Quake (ex-High Risk), sistership Frers 40s, both

Diego"), now lives in Ballena Bay. Also back in Alameda is Lois Lane, which has sat behind Kim Desenberg's North Coast Yachts for about three years, ever since a bunch of drunks in a powerboat rammed her up on Lake Tahoe. Lois is finally being fixed; unfortunately, her gorgeous wood hull will be painted white to cover the patched area.

The saddest saga of all is that of the Duffield 50 Native Son, which is being sold off in parts (see Classifieds). She languished on the Delta for a number of years before an ambitious gentleman bought her for next to nothing. He started a major 'rehab' project at Nelson's Boatyard, but his enthusiasm for the project has since vanished. The hull of Native Son is now stored in a warehouse next to Nelsons and, rumor has it, can be had 'real cheap'. "It was going to be converted into a nice cruiser," explained Carl Nelson. "But the enormity of the project finally sank in on the guy."

Scarlett O'Hara, the famous Serendipity 43 that won the SORC in 1983, was sold by the Cal Maritime Academy at Vallejo to an individual in San Diego. However, a sister-



'Jubilation' joined the migration to Seattle.

spend most of their time tethered to their dock; the Farr 48 Sangvind still occasionally sails in midwinter races; the list goes on and on.

A newcomer, the aluminum N/M 36 Crackerjack (the "Wall Street Duck of San

ship has been shipped here to fill the void: Steve Sundeen, former owner of the Santana 35 Breakout, now keeps Terminator in Santa Cruz, and will debut the boat at the Big Boat Series. The boat was first called Louisiana Crude, then Pied Piper, then Traveller. Like a lot of these boats, It's been around.

Santa Barbara — Like Seattle, this is another light air 'pasture' where aging grand

WHERE ARE

prix battlewagons go to live out their 'golden years'. At any given time, there are half a dozen IOR boats campaigning out of this scenic harbor. The current line-up includes Bill Twist's former warhorse, the R/P 47 Blade Runner; the relatively new R/P 43 Quintessence; the Peterson 41 Kayak (ex-Quintessence, a sistership to Salute); the Andrews 42 Roller and the Serendipity 43 Clockwork, which is now painted white with orange stripes.

All the racing is done under PHRF, and we were amazed to learn that the local Pinhead Board rated Blade Runner and Quintessence evenly. Blade Runner, still in her SF Bay mode, usually wins when it's breezy; Quintessence is pretty unbeatable



'Crazy Horse' (ex-'Brooke Ann') is back in Connecticut doing business as 'Gem'.

when it's light. However, it's Kayak that's winning overall this summer (we were told, "They're consistent and they go to all the races"). Blade Runner, which came in second in her IOR class in August's Santa Barbara-King Harbor Race, is about to undergo 'liposuction', i.e. a lot of the lead is coming out in an effort to increase light air performance.

Among other boats that have come and gone lately are Geronimo (sold to the Midwest by owner Dick Compton, who's taking delivery of a Choate/Andrews ULDB 70 this November), Tomahawk (John Aren's old red N/M 41, which is now believed to be in Marina del Rey) and the Davidson 55

ALL PHOTOS LATITUDE ARCHIVES

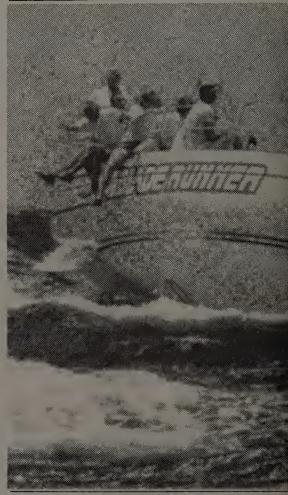
Jumpin' Jack Flash, which has lived just about everywhere on the West Coast and is currently in San Diego.

Southern California — "IOR is dead here, IMS isn't really catching on and we've got a PHRF board that is rapidly driving everyone to one design racing," claims Tom Leweck, who just bought a J/24 in self-defense. "If anything, Schock 35s are the big story down here now."

But there are still a few IOR hold-outs in every harbor. Marina del Rey has Persephone and Jano (ex-Bandido Bandido), Long Beach has Camouflage, the Andrews one tonner Allegiance, Chayah (ex-Springbok, a newer Vallicelli 50); Newport Beach has the dormant Tomahawk (ex-Margaret Rintoul), the Choate 48 Amante and a handful of other mostly idle legends-after-their-times. One of the most permanent fixtures in Corona del Mar is the Farr 55 Zamazaan, which has been rotting away on a trailer since the Feds impounded her as part of a drug bust several years ago.

Many former IOR beauty queens, such as the Marina del Rey-based Peterson 55 Checkmate (ex-Bullfrog), now compete against Swans and J/44s under the IMS rule. But the majority seem to be just Wednesday night PHRF beer can racers now — Wolfpack (ex-Annabelle Lee), Predator (ex-Scalawag), White Knight, Brisa, Apogee, etc.

There is still a bit of IOR racing in San Diego, half a dozen boats maybe — Cadenza (N/M 45), Eclipse (N/M 43), Reliance (N/M 41), Flambuoyant (Peterson 41), Freefall



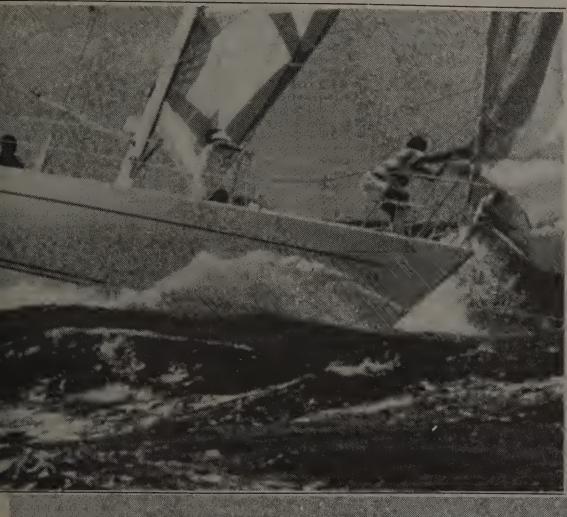
'Blade Runner', a familiar sight on SF Bay since 1984, now resides in Santa Barbara.

(Farr 40), Apollo V (Peterson 43) — but the scene is dying. PHRF racing is currently the biggest form of sailing entertainment in San Diego.

Mexico and Points South — Acapulco is another 'dinosaur tar pit' where old grand prix fossils can be found. There are half a dozen locally competitive grand prix boats



THEY NOW?



down there twice to sail on Skedaddle. "They're kicking butt," he informs us.

Japan — Since the mid-to-late '80s, the Japanese have shown a healthy appetite for gobbling up our old — and some not-so-old – IOR boats. Boats like Sleeper (Lowell North's old N/M 42), Challenge '88 (a N/M one tonner from the Great Lakes), Dark Horse (a modestly successful San Francisco Bay X-1 Ton), the N/M 68 sled Prima, and Irv Loube's Farr 40 Bravura (now painted red and named, inexplicably, I'm Sorry) have found new life in the Land of the Rising Sun. So have a whole bunch of boats from New Zealand — among them the Farr 44 Swing (Michael Fay's ex-Librah), the Farr 43 Mimi (ex-Equity) and the Farr 40s Propaganda and Exador.

Some Japanese even consider these boats



Above, the 'good old days' at the Big Boat Series. Left, 'Jumpin' Jack Flash' pops a wheelie at the '86 Kenwood Cup.

down in Acapulco, the most notable among them Chatto Saenz's R/P 43 Sidewinder (Randy Short's 1985 Admiral's Cupper). Most of the other boats are tall-rigged (for light air) N/M 40 and 41s: Iemanja (exElectra from San Diego), Saeta, Shamadi and Sirius are all down here, last we heard. So is Vendetta, the old tin Peterson twotonner. "A lot of the boats have gotten new keels," said Don Trask, an experienced MEXORCer. "But the scene is pretty stagnant otherwise."

Further south — way south — is the R/P one tonner Skedaddle, the cream of a 12-boat IOR/IMS crop in windy Valparaiso, Chile. The Bay Area's Scott Easom has been

'collector's items': Rouji Oda, for example, currently owns one Farr 40 and two Farr 50s, all named Will. Currently, the Farr 40 Vibes — the 1991 World One Ton champion and a member of the third place U.S. Admiral's Cup team — is on a freighter bound for Japan. She'll be renamed Cha Cha II; Farr International's Geoff Stagg, who sold the boat, will continue to sail on her.

The Great Lakes — To overgeneralize, there are three regions where grand prix racing occurs in the Midwest: Chicago (Lake Michigan), Detroit (Lake St. Clair) and Cleveland (Lake Erie). Masthead 50s and older one tonners seem to be the vogue on the Lakes. Cleveland, with about 10 actively campaigned boats, has the healthiest IOR fleet in the midwest. Morningstar, a famous East Coast Frers 50, and Victory, Bob

WHERE ARE

Butkus' old blue Dubois 45, are two of the more winning boats there.

Four of the older 'first generation' 50s reside in Detroit: Margaret Rintoul IV, an Australian Frers 50 that did the Big Boat Series in '85; Natissima (Frers 50); American Eagle (ex-Retaliation, the Frers 51 that won the SORC overall in '82 and did the '83 BBS) and Leading Edge (J/N 50). None of these boats would have a prayer against the modern 50s, but they enjoy close racing on a local level, as well as competition against the Chicago 50s in the Chicago-Mackinac Race (IOR) and Port Huron-Mackinac Race (IMS).

There are still a fair number of old one tonners scattered around the Lakes (mainly Detroit), but interest is waning. The recent One Ton NAs in Harbor Springs, Michigan,



The J/41 'Grey Fox' was sold to Japan. "We've never heard of it since," said Don Trask.

Cross. "With their tall rigs and long waterlines, they convert quite nicely to IMS racers."

Farther Afield — The Serendipity 43 Hipshot Percussion (ex-Sioc) was donated to the Naval Academy back in Annapolis, a popular place to unload IOR boats with the



Above, 'Sidewinder' is down in Acapulco now. Right, 'Mad Max' is up in Vancouver.

drew a paltry four boats: Regardless, a 1985 N/M 40 that ended up 'top dog', Sprint (J/N 40) and a pair of Beneteaus, Moonraker and Poltergeist. According to Wally Cross of North Sails, Detriot, this was an historic series: "It was probably the last One Ton NAs ever held, at least as we know it."

Meanwhile, IMS is gaining in popularity in the Chicago area, as are ULDB 70s (three SC 70s sail out of the Windy City now: Star & Stripes, Pied Piper and Terry Kohler's Cynosure, formerly Drumbeat). Three masthead 50s—the old Frers 50 Fujimo, the N/M masthead Champosa (there have since been two more) and a Soverel 50 called First Echelon sail against each other regularly. "Racing IMS on the Lakes—which is mainly flat water, light air sailing— is a perfect place for these boats to end up," explained



THEY NOW?



East Coast yachting crowd. At least two other boats from California have been 'commissioned' into the Academy: the Peterson 45 Secret Love and the Dubois 45 Victory. "IOR is completely dead back here," claimed a spokesman from Bruce Farr's office. "There are no 'hot' boats left on Chesapeake Bay."

From other corners of the country: Lobo, a R/P 42 formerly from Seattle, is now doing well under the IMS rule down in Texas. . . Gem (ex-Crazy Horse) is still owned by the Ziegler family of Connecticut, who have converted her into an IMS racer. . . The last Sidewinder, a R/P 45 that went to the Admiral's Cup in '87, is in New Jersey, where it is competing successfully on a local level. . . Mistress Quickly, the old Miller 72 maxi, is in the charter service in the Caribbean.

In Hawaii last month, we saw the Dubois 40 Winsome Gold, the Holland 43 High Roler, Sea Ray Advantage (ex-Medicine Man, the boat that was 'totalled' in the home stretch of the '89 TransPac) and the Serendipity 43 Prism, which is being retrofitted into a cruiser. . . Really tired boats, according to our Hawaiian pals, end up in Guam — apparently that island has more than its share of thrashed racing (and cruising) boats that no one wants to sail back upwind.

The Great Boatyard in the Sky (the real Dead IOR Society) — Pandemonium (turned turtle coming home from the '89 TransPac; last spotted making 4 knots a day to the West; should appear in Guam any-

Latitude's One Time Only Selected Grand Prix Yacht Brokerage

Yacht	LOA	Design/Year	<u>Price</u>	Location
Bodaclous	40'	Farr '85	\$ 75,000	Alameda
Brava	401	Farr '90	\$ 350,000	England
Victory	40'	Dubois 87	\$ 79,500	Long Beach
Revenge (ex-Brooke Ann)	41!	Nelson/Marek '82	\$ 107,000	So. California
Bondi Tram	41'	Frers '82	\$ 115,000	San Rafael
Stella Maris	41'	Nelson Marek '82	\$ 59,000	So. California
Lobo	42'	Reichel/Pugh IMS '84	\$ 150,000	Texas
Razzie Dazzie	42	Irwin '85	\$ 50,000	Florida
Blue Yankee	43'	Judel/Vrolljk IOR/IMS '85	\$ 175,000	New York
Abduction (ex-Deborah)	43'	Frers IOR/PHRF '84	\$ 98,000	So. California
Madeline's Daughter	43'	Farr '86	\$ 195,000	Australia
Wings of Oracle	43'	Farr '91	\$ 600,000	England
Illusion	44"	Choate '81	\$ 75,000	San Pedro
Larouge	44'	Fan '90	\$ 550,000	England
Bravura	44'	Farr '90	\$ 645,000	San Francisco
Collaboration	45'	Nelson/Marek IMS '88	\$ 475,000	Chicago
Camouflage	45'	Frers '83	\$ 108,000	Long Beach
Juno V	50'	Farr '90	\$ 650,000	England
Infinity	50'	Nelson/Marek IOR/IMS '86	\$ 275,000	New York
Abracadabra	501	Nelson/Marek '87	\$ 195,000	Fiorida
Blizzard	50'	Humphreys '87	\$ 360,000	England
Abracadabra	50'	Reichel/Pugh '89	\$ 700,000	England
Insatiable	50'	Nelson/Marek '89	\$ 600,000	England
Cyclone	501	Frers '89	\$ 425,000	England
Pro-Motion	501	Frers '89	\$ 600,000	England
Mandrake	50'	Farr '90	\$ 625,000	England
American Flag (ex-Sebago)	501	Santa Cruz 50 (Lee) '86	\$ 185,000	Rhode Island
Clark Kent	50'	Santa Cruz 50 (Lee) '81	\$ 159,000	Great Lakes
Tiger (aka Bangal)	50'	Farr '89	\$ 550,000	Japan
Foo II (ex-Jamerella)	50'	Farr '89	\$ 450,000	Hong Kong
Checkmate	55'	Peterson '82	\$ 350,000	Marina del Rey
Learjet	56'	Nelson/Marek '89	\$ 650,000	San Diego
Equation	681	Chance (early 70s)	\$ 325,000	New Orleans
Chance	681	Santa Cruz 70 (Lee) '89	\$ 675,000	San Pedro
Mongoose	681	Santa Cruz 70 (Lee) '87	\$ 550,000	Santa Cruz
Holua	681	Santa Cruz 70 (Lee) '89	\$ 880,000	Newport Bch
Winterhawk	68'	Farr '80	\$ 550,000	Newport Bch
Taxl Dancer	68'	Reichel/Pugh '89	\$1,500,000	Long Beach
Hokulele	68'	Nelson/Marek '84	\$ 389,000	San Diego
Kialoa V	79'	Frers '86	\$ 750,000	Newport, RI
Ch. America (ex-Card)	80'	Farr Whitbread Ketch '88'	\$ 950,000	Europe
Longobarda	811	Farr '89	\$1,500,000	So, of France
Sorcery	821	Mult '83	\$ 700,000	Marina del Rey

day). . . Drifter (burned in Mexico). . . Hawkeye, the distinctive King 48 bilgeboarder (stolen from slip in Marina del Rey; presumed scuttled). . . Congere VI, a Frers 77 (wrecked on a reef off South America; the latest Congere is Alan Bond's former Drumbeat). . .

Missing in Action — Arbitrage (last heard of on the Great Lakes). . . Imp (somewhere in England?). . . Running Tide? (East Coast?). . . the Peterson 46 Ghost? . . . the Frers 46 Immonette? . . . the Williwaws of SORC fame? . . . Blackfin? . . . the first Windward Passage (San Diego?). . . What about little IOR boats like Oooh No!! and Fun? . . . We could go on and on, but you probably get the idea.

Where did all the 'glamorous' boats go? One thing we figured out from this exercise is that most of them seem to be for sale —

hence the bonus 'brokerage section' we compiled just for this article. It's interesting, to us at least, to see what these machines are going for currently. (If you see one you like, and end up buying it because of this magazine, be sure to have the yacht broker cut us in on the commission!)

Obviously, we've just scratched the surface here in answering the question of "Where are they now?". If any of you out there have 'leads' on boats we should know about, drop us a note. If you're really ambitious, track down a whole group for us (e.g., TransPac boats, 12-Meters, famous midget ocean racers on the West Coast, all the Cal 40s in the world, you name it) and we'll publish your findings. Look for follow-ups, retractions and other Unsolved Mysteries in the near future.

Case closed, for now.

- latitude/rkm



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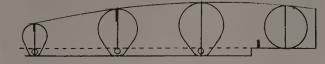


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MAX EBB

One thing that happens after years of racing all over the Bay is that you feel comfortable walking into just about every yacht club that ever sponsored a race. Even the fanciest and most prestigious clubs in the area feel like home — especially after you've been through a food fight or two in their dining room (many, many years ago, I hasten to add). So despite the ostentatious surroundings, I always enjoy an opportunity to have dinner at one of these 'uptown' clubs, especially the one I found myself in tonight.

This time the invitation was from a business associate, one who I knew was a sailor but had never been seen on the Bay. He never raced, and as far as I could determine, didn't cruise or daysail very much either. But he had a moderately large boat and was active in yacht club affairs. He asked for and was given his "regular table" near the window, and we sat down for what would surely be a very elegant and relaxing (and deductible) meal.

But as we started to talk shop and examine the menu, I became aware of a building level of background conversation, most of it coming from the table directly behind me. It was a very long table set for about 16 or 18 places, most of them now occupied. Not only were they making a lot of noise — they were also passing out papers and trading various documents among each other. It was some kind of meeting going on right in the middle of the fancy prestigious yacht club dining room.

"Meetings like that really aren't permitted in here," noted my host, "but on weekdays the staff often looks the other way, especially for certain groups."

I looked at the menu, but the waiter was already hovering above us for our orders.

"What's the fresh fish for today?" I asked.
"Sea bass," answered the waiter, who
coceeded to describe the cooking method

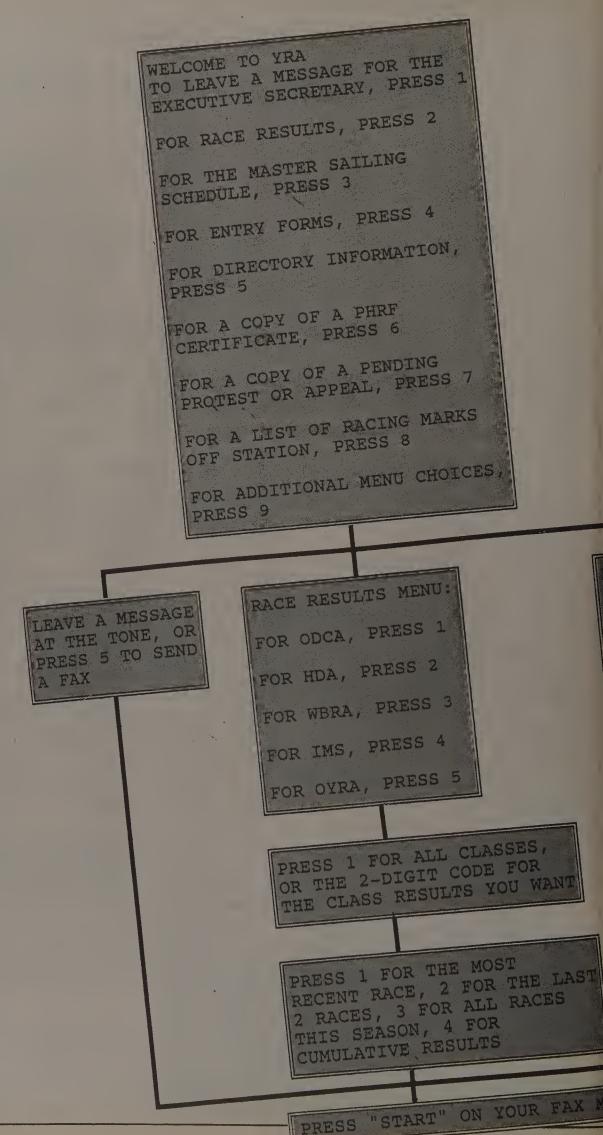
proceeded to describe the cooking method and sauce composition in minute detail. Not wanting to deal with yet another complicated decision today, I just gave the bass a nod, while my friend opted for the salmon.

This taken care of, we returned to discussing business issues. But every minute or two I overheard some intriguing phrase coming from that big table behind me.

"No matter what we do with the Yellow Bluff buoy," said one voice, "the fishermen are always going to remove it. They claim it's in the way of one of their prime fishing areas."

"If you don't count IMS," said another voice from the other end of the table, "HDA entries are up 18 per cent this year, from 60 to 71 boats."

I turned around to steal another quick glance at this group, and recognized a few faces. This was a YRA meeting of some kind.



— JUST THE FAX, MA'AM

Did I miss something in my mail? No, the Delegates' Meeting isn't until later in the Fall. Must be just a Board meeting or something.

So we went back to the shop talk, wherein my host began to introduce the elaborate proposal he had for a big project that would involve both of our companies. The purpose for our dinner was now apparent. I was one of the ducks he needed to put in a row before the formal proposal was made. He had done his homework well: the proposal seemed sound, and he was providing the answers I needed to hear for all my major concerns.

But my attention kept drifting to the meeting at the next table. They were

SCHEDULE MENU:

MASTER SCHEDULE
SHEET, PRESS 1

A ONLY, PRESS 2

A ONLY, PRESS 3

RA ONLY, PRESS 4

IS ONLY, PRESS 5

YRA ONLY, PRESS 6

PECIAL EVENTS ONLY,
7

discussing the groupings of starts for next season — could they continue to combine classes that only wanted one race with J-24 — and the cost is cut to a fraction."

"So has there been a shift to smaller racing boats over the last five years?" asked my friend.

"It's easy to check," said Lee as she pulled a small calculator out of her briefcase. "Let's see ... we'll compare 1985 entries in ODCA

"Are the days numbered for YRA as we know it?"

classes that wanted two races on the same day? I turned around for another second to see who it was who kept insisting that this was no problem. Instead, I noticed a familiar face at one end of the long table. Hard to recognize in business clothes, but it was unmistakably Lee Helm, sitting in on the board meeting. Her hair was wet — she must have been windsurfing for an hour or two after work. I caught her eye and motioned her over to our table.

"Eavesdropping on YRA?" she said as she pulled over a third chair. "I mean, you can sit at the big table with us if you want; these meetings are supposed to be open."

"No, just a chance crossing of tacks," I explained as I introduced Lee to my business friend. "But I never expected to run into you here — certainly not in the dining room!"

"This is where they have the meetings these days. I'm along to represent the college sailing club contingency, and supposedly help explain why so few new sailors are getting involved in YRA."

"That's easy, they're all out windsurfing!" I said as I gestured towards the Bay, where some two dozen sailboards were putting on a show in front of the club.

"For sure, Max, that's at least a big chunk. It's also demographics. Most of the age and income types who would be not prospects for entry-level YRA racing now live much further away from the Central Bay than they did a generation ago, like in 1970. So it takes much more time fighting the gridlock to get to the Bay."

"And there's the economy in general," added my host. "Campaigning a racing yacht has become very expensive, and disposable income has actually gone down for a lot of middle-class brackets."

"Naw, that's not it," said Lee. "With the used boat market so soft for so long, the price of admission to this game is lower than it's ever been — ridiculously low in terms of real dollars. And the operating expense is such a strong function of boat size, all you have to do is, like, drop down a size — say from an Islander 30 down to a Cal 2-27 or a

with 1991. Over 30 feet . . . she hit some buttons . . . down from 44 to 41, seven per cent drop. 30 feet and under . . . down from 323 to 266, down 18 per cent."

"What about just the smallest and cheapest classes — the Cal 20s and Santana 22s?" I asked.

"Okay, data starts in '87 when SYRA folded." She hit a few more buttons on what must have been a pocket-sized spreadsheet computer. "51 Cals and Santanas in 1987, 37 in '91. Down 27 per cent in four years. So I maintain that it's time, not money that's responsible for the slump."

"Closely related to money though," said my host. "Aside from gridlock and distance to the Central Bay, our marketing studies show that 'discretionary time' shrinks right along with discretionary income."

"That's not always true for us students," said Lee, "but YMMV."

"What?"

"Your Mileage May Vary."

h, of course," I said. "What do the overall numbers look like, including all the other charter associations like Ocean and IMS?"

Lee hit some more buttons. "653 in 1985, peaked at 690 in '87, probably a ripple from America's Cup hype, and like, now we're down to 501 for '91. That's a 27 per cent drop in just four years."

"Precipitous," remarked my friend.

"What are they going to do about it?" I asked. "Are the days numbered for YRA as we know it?"

"I don't think there's anything they can do about it," said Lee. "There's still plenty of racing going on, actually, but more and more of it is outside the YRA format."

"I'd be willing to bet," I ventured, "that the total amount of racing going on hasn't dropped at all, if you consider the special events and the beer can racing. Look at the short-handed ocean races, the commercially sponsored regattas, and especially the popular midwinters and the Friday night

MAX EBB — JUST THE FAX, MA'AM

races. At least in my club, the Friday night races are bigger than ever."

"YRA is losing market share!" pronounced my business associate. "All they need to do is adjust their formats to meet the market which appears to be mostly single-event

announced my host in his best upper-middle management style. "Economize — that's inevitable — and at the same time expand

against foreign system access."

"Lee, you're still dreaming."

"But like, how many of those same yacht club members have access to a fax machine," she asked my friend.

"Well, practically everybody has a fax these days. I even have one at home, and so do most of the people I work with. Probably 90 per cent, certainly 80 minimum."

"Okay, that's all we need. As long as the communication is essentially one-way, an interactive fax system can save almost as much time and money as a bulletin board."

"What exactly is interactive fax?" I asked.

"Just a fax board in a computer controlled by a telephone menuing system. You call up, and a voice says 'press 1 for race results, press 2 for the schedule' and so on. If you press 1, a voice says 'press one for ODCA, press 2 for HDA', etc. When you get to the document you want, it goes into fax mode. You press the start button on your machine, and the document materializes in your 'transporter room'."

I thought this over for a minute. "So you're proposing that YRA completely eliminate mailing paper race results?"

"Along with most of the other paper documents, yes. I guess the handful of retros that can't get to a fax machine could still get their race results via snailmail," she said. "But it would cost them more."

"Interesting use of the technology."

"And BTW — By The Way," added Lee,
"The caller pays for the call and the paper.
All YRA has to do is maintain the phone lines
and keep files up to date on the computer."

"But do you think this system alone would make YRA membership attractive enough to the non-YRA racer?"

"There are some other obvious changes. The dues for a racer who's not doing the YRA season have to come way down, but that's easy. Just crank up the charter association dues, turn down the basic YRA fee. Cash flow unchanged, but it becomes easy for a Friday night racer, for example, to be a YRA member. Maybe tie the basic YRA membership to the PHRF certificate."

"Back east," noted my friend, "sailors used to join the YRA just to get their name listed in the yearbook. Made it easy to track down another racer if you had a copy."

Just then my sea bass arrived.

"Guess I better get back to the meeting," said Lee. "Time to see if I can get some of these heads out of the sand."

"Good luck," I said. "Fax me a copy of the minutes!"

— max ebb

"Even the fanciest clubs feel like home once you've had a food fight in the dining room."

regattas and entry-level racing."

"That would be like trying to reinvent MTV," said Lee. "The popular events are already out there. YRA would be nuts to try to compète with similar formats."

"And attempts to take them over as YRA events never get anywhere, from what I've seen. Why should the organizers give up their control, not to mention their entry fees?"

"For sure, Max. The trend is the other way. Next year the Farallones and Light-bucket races will most likely be non-YRA events, and there are noises from Vailejo that they need to collect entry fees for the Season Opener, which is preferable to sponsorship, IMHO."

"IMHO?" my friend and I both asked

simultaneously.

"In My Humble Opinion," Lee translated.
"More telecom jargon — I've been on-line a lot lately."

Meanwhile, the meeting at the next table had come to order, and the One Design Classes Association representative was discussing entries for this year.

"Shouldn't you be back at your meeting?" I asked.

"Can't hear anything from my end of the table anyway," she said. "Having a meeting at a long table in the dining room almost guarantees that nothing really important gets discussed. We can't hear, we can't speak very loud, and it would be 'indiscrete' to get really emphatic about anything."

"If your numbers are right," said my host, "they need to make some changes soon, or deal with a much smaller budget in a few years."

"The problem with that," I noted, "is that YRA maintains an office with a full-time paid staff. We can't shrink any smaller and still provide the services we do now. And a lot of these services — like buoy maintenance and the Appeals Committee, for example, are used by all racers."

"So YRA has to do two things,"

the membership base. That is, make YRA membership attractive to racers who don't race the YRA season format."

"Recapture market share," I repeated.

"Exactly. And it's up to you," he said looking squarely at Lee, "to figure out how to meet both of those objectives at the same time."

"There are some obvious economizing measures," she said. "From my POV - I mean, Point Of View — 90% of YRA activity is communication. Moving around race entry data, handicap data, race results, scheduling information, mailing lists and directory data. Sending information into and out of the office, and to and from the racers and the yacht club race committees is the core activity. If ail that could be done on a computer bulietin board, there would be a humongous savings in labor, not to mention postage and duplication. YRA members could get user IDs and passwords, and get their race results by logging on to the system the day after the race. They could also get copies of the schedule, handicap certificates, race instructions - even fill out electronic entry forms. Or file protests, or see a report of missing buoys. Maybe download the latest Coast Guard Local Notice to Mariners. It would be a huge enhancement to service, attractive to non-YRA racers even, and allow a big reduction in paid staff hours. Not to mention it would save whole forests of trees."

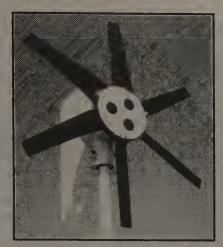
"Lee, are you still pushing this computerized YRA thing?" I queried. "Last time this came up, didn't we agree that it'd never work until over three-quarters of the racers had easy access to computers with modems?"

"But the technology has changed. . . "

"What percentage of club members," I asked my friend, as an impartial and knowledgeable observer, "have modems at home or at their office, and know how to use them well enough to log on to a bulletin board?"

"That last part narrows it down a bit," he said. "Ten percent, maybe 20 at most. Not counting all the corporate networks out there with telecom capability but strict policies

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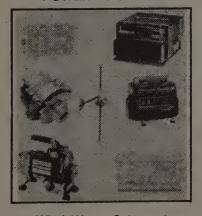
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BLONDIE'S PACIFIC

What was supposed to be a routine TransPac return delivery on the Santa Cruz 70 Blondie turned out to be anything but routine. About 100 miles out of Oahu on the way back, sailing in 25 knots of wind with a reefed delivery main and small working jib, I heard a loud bang. I looked forward. . . and saw the mast slowly collapsing to leeward. I called 'all hands' - which wasn't necessary because they were already on the way up and ran forward through a tangle of rigging, sails and lines. There was an ugly pounding and scraping sound coming from under the bow where the mast was hitting the hull, so I decided to jettison the rig before it holed the boat. We pulled the pins at the chainplates, cut the halyards and sheets and then slashed away the mainsail.

The whole rig was free except for the port vertical shrouds, which were held by the one remaining spreader. We decided to cut the V-2 shroud: a great idea in theory, but on Blondie the V-2 is cobalt. If you've never tried cutting cobalt rigging, you're in for a treat. First we tried the big Felco wire cutters with Mark, Dave and myself pushing. We bent the cutter handles and didn't do anything to the cobalt rod. Then we got the hacksaw with carbide blades, but after 20 minutes of non-stop sawing with the three of us taking turns, we had only scratched the surface. Finally, we got to the second spreader, which was hanging over the side, and unscrewed the spreader tip cap. The whole rig fell away from the boat and headed for the ocean floor, some three miles below.

We pulled in all the trailing lines, fired up the engine and started motoring back to Honolulu. I had about 12 hours to think about what we should do next. By the time we tied up at the Ala Wai Yacht Harbor, I had pretty much determined that we had



Above, there's never a damn plasma cutter around when you need one. Spread, 'Blondie' in ULDP mode.

three options: wait for a new mast to arrive and sail home; put the boat on a barge and ship it home; or jury-rig the stump of the mast we had, put on a steadying sail and a lot of diesel, and power the boat home.

After several long telephone conversations with the insurance company and Blondie's owner, Peter Tong, we chose the latter — motor the boat back to Long Beach. It was actually a pretty easy decision: it would take two or three months to build a new mast and ship it to Hawaii, then we would have to sail the boat back with an untested rig. After hearing about all the damage Taxi Dancer sustained being barged home from Hawaii after the last TransPac, I decided that pulling Blondie out, putting her on a makeshift cradle and shipping her home on a rolling barge — out of my control — was way too scary. That left only the third

option, to power the 'girl' home.

I told the delivery crew my decision. Ron Dillehay and Mary Smith felt they couldn't afford the time off work to do the 'second' delivery. Mark Donahue was all for it; Dave Skudder couldn't go, but would help us get ready. So we started preparing Blondie for her big motorboat ride — and the Honolulu sailing community turned out in force to lend a hand. Ala Wai Marine (formerly 'Pirate Pete's', now owned by a Japanese company) pulled our stump of a mast and helped us build a masthead plate to hold a headstay, backstays and halyards. Bruce Vasconcellos rounded up 500 gallons of plastic containers to hold all the fuel we'd need. Fuzz of North Sails cut down our storm trysail to fit our new low-aspect sail plan

as a steadying sail. We installed a VHF antenna and an allaround light on the new masthead, and an SSB antenna on one of the backstays. I serviced the engine, shopped around for a complete set of engine spares, lots of oil, coolant and battery water. We loaded on 600 gallons of diesel in 55 and 30 gallon plastic barrels in the cockpit and down below around the mast. We filled the water tanks with 200 gallons of water. and loaded on 30 days worth of provisions, fishing lines and lots of

We found our third

CDs and books.

POWER TRIP

crewman in Ward Neale, who was working on the Japanese N/M 68 Marishiten, but had some free time before that boat was leaving for Japan. So with an international crew of three: Mark from Canada, Ward from New Zealand and myself from the U.S., we headed off across the Pacific on the ULDP (ultralight displace-ment powerboat) 70 Blondie.

he following are a few excerpts from my log during the crossing:

Wednesday, July 24, Day 1 — It was a bumpy ride last night. The seas aren't big, only 4-5 feet, but they are short and confused. The boat has a completely different motion than while sailing. It rolls with the swell, then the keel takes over and it jerks back. It'll take a while to get used to that. The engine is running smoothly; we're doing 7 knots at 1,900 rpm. The watch system is really easy; I'm on the helm for three hours, then Ward for three hours, followed by Mark, so it's three on and six off.

Friday, July 26, Day 3 — The wind has picked up to 25 knots with confused seas.

The boat is pounding a lot as we try to steer around the short, steep waves. It's been one of those days; I shouldn't have gotten out of my bunk. The re-

frigerator has stopped working, unfortunately with two weeks of frozen food in it. Then the stereo died. The crew says they can get by without food, but they have to have music. We worked on both units all day, finally getting the stereo running — but the reefer is down for the duration. We caught a nice 15-pound mahi mahi, so we won't starve for another day.

Sunday, July 28, Day 5 — We shut down the engine every day to check the fluids and transfer fuel with a 12-volt pump. I haven't quite figured out how to prime the pump right, and usually manage to get diesel all over myself, the boat and anyone standing nearby. Then I have to clean the decks and jump in the water to take a bath. We have a dilemma — what do we do with all the food that's rapidly decaying in the reefer? One faction aboard says, "Let's eat it all now, and we won't have to eat for the next couple weeks." I'm leaning toward the other faction: "Let's put it in a sealed trashbag and set it adrift with a note that says 'For the Poor People in China'."

Tuesday, July 30, Day 7—We passed the halfway point today. I shut down the engine and did a complete service on it, changing the oil, filters, etc. In the middle of the 'jiffy lube', there was a loud commotion on deck with Mark yelling and cursing. I ran up to see him wrestling with a huge albacore that seemed as big as he was. He had it on the deck in a hammerlock, and was trying to

kill it by pouring Cutty Sark down its gills. This method usually kills the fish without bloodshed, but this fish was tough. It got Mark in a reverse body slam, and almost had him pinned. I got to them just as the fish was pouring whisky down Mark's ear. With a winch handle, I finished him off (the fish, not Mark), and we gorged ourselves on fresh tuna for the next two days.

Friday, August 2, Day 10 — The boat is getting lighter as we use up the diesel. It feels more lively and there is a noticeable increase in speed. It's amazing how tuned in to the engine I've become since it's our lifeline. I listen to every change in sound and vibration, constantly monitor the gauges, and do daily checks for fluid loss and chafe on the belts.

Monday, August 5, Day 13 — It's been a 'whale' of a morning. I've sighted 15 of them, some as big as Blondie. I had a narrow miss with one when I tied the wheel off and was peeing off the transom. I turned around and saw a huge whale bearing down on our beam, only 50 feet away. I ran to the wheel and tried to turn away, only to remember I had tied it off. As I fumbled with the knot, I awaited the inevitable crash with the leviathan. Somehow I got the wheel untied, turned it hard to port and missed the whale by inches. I think I scared it as much as it scared me: it sounded immediately, with the flukes just grazing our transom as it slid beneath the waves.

Tuesday, August 6, Day 14 — We were met at the Point Fermin buoy by Peter Tong and friends on his powerboat Moxle. They passed us fresh sandwiches, ice cold fruit and rum and cokes with real ice. What a treat after 11 days of no refrigeration! It had been an enjoyable trip after all, although a bit noisy. Next time, I think I'll do it under sail.



With reports this manth on Cooking Aboard A Crewed Charter Yacht and Charter Notes.

Let Them Eat Cake Comments From The Charter Cook

As a 19-year old cook on a crewed charter yacht for one of the biggest charter outfits in the West Indies, I am repeatedly informed by charter guests that my is life is like having my cake and being able to eat it too. Let me set the record straight: they don't have any idea what they're talking about and couldn't be more wrong. Being a cook on a crewed charter yacht is more like making the largest, most deliciously decadent chocolate cake, watching six guests eat it for seven days, but never getting a bite yourself!

Certainly, there are many things that make it seem as though being a Caribbean charter cook is the most wonderful way of life: you get to live in a tropical paradise, you get to sail on a great boat every day, and if you ever get out of the galley, you can maintain a terrific year 'round tan. It almost sounds too good to be true, and for that matter, paradise does get awfully hot and humid in the late summer and fall.

I'm still new at it, but it seems to me that folks who charter crewed boats are a rare



A table full of empty bowls and dirty dishes means the second half of a cook's job has just begun.

and strange breed. They're in a class by themselves because at times they're almost able to make bareboat charterers seem like gods and goddesses. To keep that in perspective, remember that bareboaters are renowned for their hilariously strange sailing techniques. Bareboaters did, after all, create the concept (mistaken) of disposable anchors.

But bareboaters at least have enough courage to venture out to areas foreign to them on boats they're not familiar with. And they actually set out — and usually accomplish — their goal, which is having a good time and returning home with a few friendships intact.

My husband and I sometimes wonder if crewed yacht charterers have not made some kind of blood pact that they will all hate the sailing and spend most of the charter worrying that rain will plague their vacation. And anxieties? Their biggest collective concern seems to be how fast they'll be able to get below once they become seasick.

Guests on crewed charter yachts are all nice, fun-loving people. Then they board the boat. As a two-person crew, we must adapt to not only having four or six guests on our 51-foot yacht, we must adapt to some of the strangest customs and patterns of human behavior — and still keep smiling. Try that, for example, after having to clean puke off the windward side of the boat. Or after retrieving a pair of wild-colored tropical shorts that had been pumped halfway down the head — at which point the short's owners asks, "Do you think the colors will bleed?"

Yes, it only seems like our job is a 365-day-a-year vacation.

Working as we do for an outfit that primarily charters bareboats, we on the crewed yachts are the smallest fish in the corporate pond. Yet, after seven days of cooking, cleaning, rigging and unrigging the sailboard countless times, giving tours of islands we've done hundreds of times before, feigning excitement over a palm tree or a sandy beach, trying to sail in a dead calm, or making piña coladas while under way, who gets all the praise? The company's telephone operators back at the corporate office! There is no justice in this world.

Granted, most guests must be given frontal lobotomies sometime between



passing through Customs and before getting in one of the company's taxis. How else can you explain the fact that once in the taxi they're convinced that they'll never arrive at their destination, either because they'll be murdered in a banana field or dropped off in distant fishing village in the dead of night. Take it from me, our company taxis know where they are going.

Equally frustrating is the fact that the captain and cook's navigation knowledge and skills are called into question — this despite the fact we travel over the same routes and stop at the same anchorages over and over and over again. Much to the disbelief of charter guests, many charter captains and cooks can also read and write.

Funny that they wonder about us. My husband was once asked, "How many degrees off the bow do I have to keep Martinique in order to miss it by three miles?" You frequent fliers can sleep well at night knowing that question was posed by one of a group of American Airlines pilots! These same fellas asked me when we would see dolphins and on which side of the boat they would appear.

Airline pilots, of course, are quite a bit smarter than the general public. Here's proof: One female charter guest asked, "Are these islands here all the time?"

"All except Martinique and Mustique," I felt like saying, "which prefer to spend the

CHARTERING



While everybody else on the boat heads off for a tour of the island, the cook stays aboard preparing dishes like the one in the inset.

off-season in the South Pacific."

Usually charter crews are able to tell how a charter is going to go within 15 minutes of the guests boarding. This was the case when four 50-year old lesbians started fornicating from the minute they boarded. Or when the group from Long Island insisted the boat wasn't going to leave the dock until we somehow managed to locate "a f--king bottle of Anisette".

On other occasions we don't know how the charter will go until the first night, after which many a rum punch has been consumed. Sexual inhibitions, the truth, and modesty are almost always early victims of the first libations. It usually makes for a quiet sail the following day.

This is not to say that charters are without humor. I was awakened one night, for example, by a guy I'll call Philip, a quiet farmer from Texas. It seems that his very Rubenesque wife Eleanor, not her real name either, had become stuck in the head. I didn't quite understand, but had to know: was the door just jammed or was she physically stuck on the seat? Comically enough, both were true.

Eleanor had gone into the head, locked the door, sat down to relieve herself, and started pumping before getting up. In so doing she had created a vacuum, making it impossible for her to get off the seat. She soon became tired and fell asleep — on the head!

Desperately trying to keep from completely cracking up, my husband went to rescue Eleanor. It was a delicate situation for the captain of a charter yacht. One the on hand he wanted to be discreet, on the other hand he had to get Eleanor off the damn john so Philip could get some shut-eye! His plan was to remove the head door, then disappear and let Philip rescue his wife in private.

But once the head door had been removed, Philip instructed my husband to grab an arm, then began to chant: "One, two, three — heave! One, two, three — heave!" Eleanor was eventually yanked from the head and tucked into bed, but try as we might, my husband and I couldn't keep from laughing all week long.

While we crews on charter yachts like to complain about our more eccentric guests, we get lots of wonderful charter guests. These people make for great times and we now have good friends in almost every area of the world. But there are times when even the best of guests don't seem to appreciate how tough things can be for a charter cook. With six guests and two crew, that's 168 meals a week, not counting hors d'oeuvres and cocktails, that have to come out of the

hot little galley on a 51-footer in the tropics, I cook, bake and sauté for the better part of the day and night. And then the dishes have to be done!

Be that as it may, for Mr. and Mrs. Nice Charter Guests, my husband and I and the rest of crewed charter crews are more than willing to go the extra mile to make their charter vacation even better than they dreamed it would be.

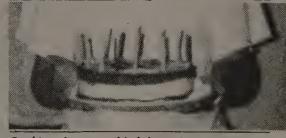
And as per the 'squeaking wheel gets the grease' truism, sometimes we go even further for awful charter groups that blame us for things over which we have no control — like seven straight days of rain. Once I got up extra early in order to make crepes with all the fillings in an effort to somehow try and compensate for the group's week of inclement weather. After slaving in the galley for 90 minutes, but quite pleased with the results, I presented my morning feast.

One guest, most appropriately named Dick, said, "What are these, f--king frisbees?" I'm pretty good at keeping my cool, but there's a point beyond which we all lose it.

"Yeah, they're frisbee's," I agreed, tossing the whole lot overboard.

My husband quickly whipped up something that vaguely resembled scrambled eggs, although they didn't look particularly fit for human consumption. Dick, of course, loved them. I'm not allowed to say what I wanted to do to Dick at that point.

It's hard to believe I ended up here. I was a Junior Sailing Program drop-out at age 12, and was terrified the times I raced on San Francisco Bay. Then I left sheltered little Tiburon at age 17 and began cooking on charter boats in the Caribbean. I might have complained, but there wasn't the time, I just



Cook's enjoy guest birthday's; it gives them an excuse to bake a cake, put some candles on the top, and celebrate.

had to deal with situations. So I grew up fast.

Oddly enough, sailing has now become a way of life for me. While not a glutton for punishment, I love my job and working for the fine company I do. Perhaps it's because the stories, such as I have told, are the

WORLD OF

exceptions to the many, happy, smooth charters that are the rule. Besides, crewing on a chartered yachts can take you around the world on some fine boats — with other people picking up all the bills. But, all I can say about the few bad charter apples out there is . . . let them eat cake. Only don't ask me to be the one to cook it!

- annie wells

A.W. — We've run crewed charter boats a bit and can sympathize — although almost all our guests have been Latitude readers, the vast majority of whom are not only experienced sailors but easy-going Californians, too. But before anyone thinks the Biblical Job had it too bad, he or she should spend a season as the captain of a crewed charter boat catering to East Coasters, or heaven forbid, New Yorkers. Judging the from the stories we've heard, it's beyond the patience of any human. But the killer is the captain has by far the easiest job on the boat. How charter cooks, easily the hardest working members of the crew, retain their sanity is a minor miracle.

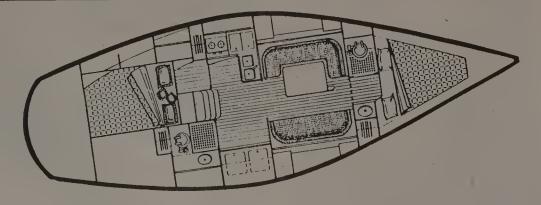
The saving grace, we suppose, is that when the week or season is over, the crews get to laugh a lot. Steve Martin, Eddie Murphy, Lily Tomlin, Mark Twain — none of them could make up tales half as funny as the true stories that make the rounds of bars after just the first couple of weeks of a charter season. Art Linkletter said that People Are Funny; once they step aboard yachts and become charter guests, they often enter into a whole different category.

Of course, Annie, you're still young and



She started drinking beer at 0900 and cracked the seal on her daily bottle of scotch at noon. This dear woman isn't going to set any records for human longevity, but she was the most responsible, dedicated, talented and entertaining cook we've ever had the

A cook can run but she just can't hide from a boat full of charter guests signalling for dinner.



In the off-season — which is right now — you can charter a Beneteau 37 for less than \$1,000/week.

learning how to deal with it. The best cook we ever had was about 35, had cooked on charter boats for years, and had it down pat. pleasure of working with. Get out, Ann, before the charter game starts exacting that kind of personal toll.

Charter Notes:

Oops! There were a couple of errors in

the August World of Chartering article by Bob Edmiston. First off, the article reported they chartered a 27-foot boat. In reality, she was a 37 footer; Bob's word processor had shortened her by mistake. Then they reported they paid \$2,400 for the 12-day charter. In truth, they paid just \$1,000 for the boat; the other \$1,400 was for airfare. The Edmiston's caught this second error, notified us long before we went to press, but somehow we never made the correction. Our apologies to them.

In any event, it came off sounding like their great off-season bargain was \$2,400 for 12 days on a 27-foot boat — which wouldn't be a bargain by any stretch of the imagination. It's enough to make the folks at Conch Charters of Tortola — which just began advertising with us this month — lose their tan. To set the record straight, Edmiston's paid \$1,000 for 12 days on a 37-footer, which is a hell of a good price, and had a fine time. If you want to be a

CHARTERING



thrifty charterer, between now and November is the time to do it. Don't expect bargains like that in the shoulder or highseasons.

The Caribbean charter world lost one of its most famous restaurant owners/chefs, **Mamma**, of a restaurant in St. George's, Granada, by the same name. Here is the review as published in The Sailor's Guide to the Windward Islands:

"One thing you should definitely plan on is dinner at Mamma's. This is a real Grenadian experience. Mamma's restaurant is rough, ready and excellent. There is no menu, you just sit down and Mamma lays before you what can only be described as a local feast. About 16 dishes including lobster, chicken, fish, conch, octopus, and lots of different vegetables, are all prepared in local style, so go with a big appetit! Mamma, who started by doing lunches for school children and dock workers, has done such an exceptional job that she has been written up in the New York Times, the Los Angeles Times and French Vogue as well as being the basis for a tropical cookbook."

What the guidebook didn't say is that Mamma's was loved more by adventurous eaters than conservationists. Her meals often included armadillo in the shell, monkey and turtle. Mamma was unique and will be missed by all who enjoyed her unique cooking.

If you wonder why we do so much writing about **chartering in the Caribbean**, there's good reason: it's where most people charter. Here are some interesting statistics, provided by the folks at *Sall* magazine, about where their readers, which are a fair representation of American sailors, have chartered:

Caribbean (total): 56.9% (Virgin Islands): 35.1% (Other Carib): 32.7% North America (total): 48.3%

> (Northeast): 12.6% (Southeast): 11.3% (Great Lakes): 6.2% (Calif. & Mexico): 16.3% (Pacific Northwest): 8.3%

Europe (total): 3.2% (Northern Europe): .8% (Med, Greece, Turkey): 2.4%

Bahamas: 7.8% South Pacific: 4.3% Australia: 1% New Zealand: 1% Alviso: 0%

According to a recent article in Caribbean Boating, the U.S. Virgin Islands were at one time homeport to 55% of the charterboats in the Caribbean. That figure has now plummeted to just 15%. Not everyone agrees with their numbers, but the trend is indisputable.

British Virgins, for example, grew 39% from its already large base in the last two years. The Bahamas, which only had a small charter fleet, is up 500% in the same period. St. Martin, which already had a large fleet, grew by a whopping 1,500%.

Reasons for an exodus from the U.S. Virgins aren't hard to find. On the negative side, almost all U.S. Virgin charterers have to pass through Charlotte Amalie, which isn't particularly clean, attractive or friendly. Secondly, the other growing locations have more to offer charterers. There's better flat water sailing and anchorages, for example, in the adjacent British Virgins, and there's more interesting nightlife and culture in the St. Martin / St. Barts / Anguilla area.

Furthermore, other areas offer charter operators more financial incentives. The British Virgins, for example, have done away with all duty on imported marine supplies. At French St. Martin, charter boat companies are allowed to write off 200% of the cost of charterboats in a five year period.

What kind of incentives does the U.S. government offer the charter industry to help compete? Well, there's the phony tax they call 'User Fees', the 10% luxury tax on boats over \$100,000 — and those are for starters. The local, state and federal governments seem intent on making life as difficult as possible for the U.S. charter industry to compete.

And these actions aren't exactly revenue neutral. The near decimation of the U.S. Virgin charterboat fleet from 540 boats in 1988 to just 179 in 1991 has carried a heavy price: a drop in gross revenues from \$82.7 million to an estimated \$25 million. Ouch!



The beautiful and relatively uncrowded waters of places like Anguilla have taken business from the U.S. Virgins.

It's not that charterboats have disappeared, they've just headed for greener waters. The bareboat fleet in the adjacent The local government is trying to respond with some tax incentives of their own, but it's going to be a hard slog to weather to regain even part of what they once had. We wish them the best of luck — their local economy desperately needs it.



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THE RACING

With reports this month on the Express 27 Nationals, the Moore 24 Nationals, the St. Francis YC's IMS Invitational, Encinal YC's Second Half Opener, the Leiter Trophy, the shorthanded South Beach Race, the Gracie & George Regatta, the Olson 30 Nationals, the Admiral's Cup in England, the Cal 20 Nationals, the Singlehanded Sailing Society's LongPac, a pair of local ocean races, and — whew! — the usual ton of race notes at the end.

Express 27 Nationals

Norman Davant and Ted Wilson, 1990 Express 27 national (and local) champions on Summer Palace, flew back to Grosse Pointe, Michigan, for the Express 27 Nationals on August 3-7 with high hopes of making it two in a row. Along with crew Ken Moore, Shelley Gauntt and two friends from Los Angeles — Tom Pollack and Brendan Huffman — the duo carried their sails, running rigging, stanchions, vang, radio, and who knows what else back to put on Rascal, their chartered boat.



Partners Ted Wilson, left, and Norman Davant, two-time Express 27 national champions.

After five closely-contested light air races on Lake St. Clair, our local heroes were poised to repeat. In what turned out to be the last race (10 races were originally scheduled), Weather Edge miraculously passed Rascal on the last beat to end up tied

for first place. "They came out of the graveyard," said Norman. "They were so far back, we couldn't have covered them if we wanted to." Due to an oversight in the sailing instructions, there was no provision for breaking ties, so the results stood: each team ended up with identical 1,1,2,3 scores after the throwout. Norman and Ted graciously let the perpetual trophy — a large half model — stay with the Weather Edge crew.

"We had a great time," claimed Ken Moore. "They couldn't have treated us better." However, the Summer Palace team isn't sure they'll be back next year to defend their co-title (the '92 Nationals will be either on San Francisco Bay or in Santa Cruz). "We're going to do the NOOD regatta next week," said Norman. "If we win, I think it's time to hang up the cleats."

1) (tie) Rascal, Davant/Wilson, Pt. Richmond, CA, and Weather Edge, Edwards/Weatherston, Grosse Point, MI, 8.5 points; 3) Consultation, Warren Furle, Marlboro, NJ, 17.75; 4) Mika, Jerry Lohmeyer, G.P. Woods, MI, 20.75; 5) Air Force, Peter Fortune, Detroit, MI, 23. (14 boats)

Moore 24 Nationals

"It was a two-boat series down to the last beat," our source explained. "But Pee-Wee just sailed off into left field, and got caught with his pants down when the wind shifted. Elvis (with crew Buddy Holly, the Big Bopper, Richie Valens and Patsy Kline) swiveled past him to win the series by 1.25 points." Afterwards, when asked why he went left instead of covering the rotund rocker, Herman said only, "I meant to do that". Coming in a distant third was Russian entrant Mickey Gorbachev and a hot crew from Crimea, all sporting nifty head decals in lieu of crew uniforms.

Okay, okay. We really don't know anything about the Moore 24 Nationals, other than it was a seven-race series sponsored by the Santa Cruz YC on August 7-10. We did receive a paltry half-page fax right at deadline, but it offered only boat names and scores. Our meager attempts for



further enlightenment were thwarted, though someone thought that Eric Malmberg won and Dave Hodges was second.

1) Toxic Avenger, Elvis Presley, 23.25 points; 2) Adios, Pee-Wee Herman, 24.5; 3) Karen, Mickey Gorbachev, 45.75; 4) Anna Banana, King Kong, 47; 5) Bitchin, Jim Morrison, 49.75; 6) Seldom Seen, Bigfoot, 56; 7) Tonopah Low, Willard Scott, 60; 8) Kamikaze, John Wayne, 62; 9) Elena, Jackie O., 67; 10) Legs, Marilyn Monroe, 68; 11) Speedster, Sid Vicious, 73; 12) Mercedes, Janis Joplin, 78; 13) Mooregasm, Madonna, 83; 14) Judy, Princess Di, 96; 15) SORA, Barry Manilow, 109; 16) Cadenza, Liberace, 114; 17) Very Cherry, Mick Jagger, 116; 18) Presto, Dick Nixon, 121; 19) Mal De Mar, Mel Gibson, 131. (19 boats)



'Surefire', the Carter bothers' Frers 36, is currently the boat to beat in IMS-B.

IMS Invitational

The first J/39 on the West Coast, Don Trask's astutely named Your Name Here, made an impressive debut at the St. Francis YC's IMS Invitational (formerly Stone Cup II or 'Son of Stone Cup') on July 27-28. After rushing to commission the brand new light gray-hulled boat, owner/tactician Trask and helmsman Chris Corlett got in only two nights of practice before the regatta. "We didn't know what to expect," claimed Corlett. "But we were pretty sure that Bondi Tram—with (John) Kostecki driving, (Scott) Easom

on the main, Billy George calling the shots and assorted other rockstars — was the boat to beat."

Despite what Chris described as a "comedy of errors" (a botched sail change in race one, over early in race two, and ripping the .75 kite in race three), Your Name Here came through with flying colors. Their 2,1,1 scores topped the 14-boat IMS-A class, and their boat speed was the talk of the regatta. "The boat is designed to the IMS rule, so unlike IOR boats — which have bowdown trim and sail with weight aft — we stack the rail at max beam," explained Corlett, who wasn't kidding about stacking the rail: Your Name Here sailed with 2,400 pounds of crew weight between its 12 crewmembers.

The boat was particularly impressive in the windy (#4 jib conditions) second race on Saturday. After being caught over early at the start, Corlett worked back through the fleet. On the windy broad reach from the Bridge to Harding Rock, Your Name Here surfed past everyone except the J/44 Phantom. "We blasted through the lee of Bang, Bondi Tram and Golden Bear," claimed Corlett. "This is a breakthrough IMS boat!"

In the same race, Craig Brown's Serendipity 43 Corsair dropped her relatively new three-spreader rig during a vicious rounddown several boatlengths from the leeward mark.

Meanwhile, in Division B, Matt and Jon Carter were busy putting on a virtuoso performance of their own. Sailing Surefire, a Frers 36, they triple-bulleted their division by impressive margins on corrected time. "It ail came together for us this regatta," said Jon. "We've been practicing our butts off, and it made the difference — our crew work was great!" In Surefire's wake were a trio of Farr 36s — Petard, Bandido and Sweet Okole — the latter of which DNFed the first race after jamming a jib in the headfoil and subsequently fouling Petard.

DIV. A — 1) Your Name Here, J/39, Don Trask/Chris Corlett, 3.5 points; 2) Bondi Tram, Frers 41, Scott Easom, 5.75; 3) Golden Bear, Frers 45, Rob Anderson, 11; 4) Current Affair, J/35, Allen Bray/Howie Marion, 12; 5) Jarlen, J/35, Bob Bloom, 20; 6) Ice Breaker, J/35, Doug Taylor, 20; 7) Bang, N/M 41, Max Gordon, 20; 8) Phantom, J/44, Jack Clapper, 21; 9) Jackrabbit, Peterson 40, Dave Liggett, 28; 10) Spellbound, Olson 40, Fox/Seward, 29; 11) Leading Lady, Peterson 40, Bob Klein, 31; 12) Infrared, Davidson 44, Craig Sharrow, 38; 13) Corsair, Peterson 43, Craig Brown, 41; 14) Invictus, C&C 40, John Webb, 42. (14 boats)

DIV. B — 1) Surefire, Frers 36, Jon & Matt Carter, 2.25 points; 2) Petard, Farr 36, Keith Buck, 10; 3) Bandido, Farr 36, Ed Lawrence, 10; 4) Sweet Okole, Farr 36, Dean Treadway, 16; 5) Ozone, Olson 34, Carl Bauer, 17; 6) Outrageous I, Olson 911S, Thayer/Jones, 18; 7) Blue Max, Dehler 34, Jim Freeland, 20; 8) Sorcerer, C&C 30, Greg Cody, 20; 9) Ishtar, Aphrodite 101, Bill Wright, 24; 10) Paladin, SC 33, Steve Hodges, 30. (10 boats)

Second Half Opener

Encinal YC's second annual Second Half Opener drew 157 boats to the Treasure Island starting line on August 3. On the 'If it ain't broke, don't fix it' theory, Encinal YC hardly tampered with last year's successful format at all: three race courses, a great party Saturday night and casual racing on the Estuary the next day.



While the Encinal YC thought to take care of most details — such as race videos, a rock band and shuttle buses to BART and other marinas — they neglected to have the sun make an appearance during the race. (In fairness to EYC, few other clubs have been able to do better this gray summer.) They did, however, order up a fresh 12 to 14-knot breeze, one which held all the way up the Estuary. For the second year in a row,

Swiftsure, Sy Kleinman's big blue Frers 58, led the parade to the clubhouse.

OCEAN COURSE (22.2 miles):

IMS I — 1) Swiftsure, Frers 58, Sy Kleinman; 2) Jackrabbit, Peterson 40, Dave Liggett. (4 boats)

IMS II — 1) Sweet Okole, Farr 36, Dean Treadway; 2) Surefire, Frers 36, Jon & Matt Carter; 3) Expeditious, Express 34, Bartz Schneider. (12 boats)

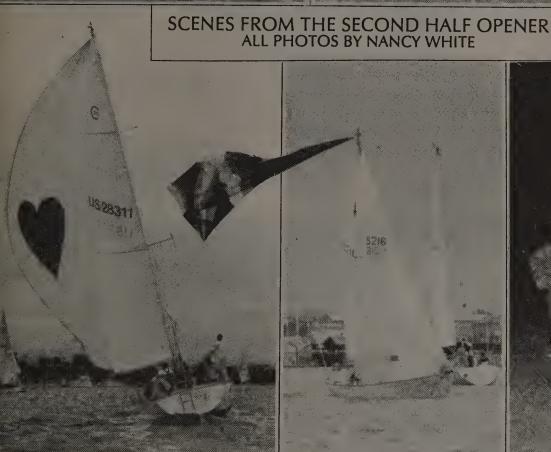
DIV. H (0-114 PHRF) — 1) Excalibur, Santana 35, Byron Mayo; 2) My Rubber Ducky, Hobie 33, Lee Garami. (5 boats)

DIV. J (117-132) — 1) Wavetrain, Olson 911S, Rick Caskey; 2) Bessie Jay, Express 27, Monroe Wingate; 3) Glory Days, Pretorien 35, Andy Rothman. (9 boats)

DIV. K (135-159) — 1) Movin On, Jeanneau 32, Bob Neal; 2) Esprit Victorieux, Beneteau First 305, Joseph Melino; 3) Black Magic, C&C 33, Mario











Sepulveda. (13 boats)

DIV. L (162-180) — 1) Freewind, Don & Betty Lessley; 2) Twilight Zone, Merit 25, Paul Kamen; 3) Chesapeake, Merit 25, Jim Fair. (12 boats)

EXPRESS 37 --- 1) Spindrift, Larry & Lynn Wright. (3 boats)

J/35 - 1) Current Affair, Allen Bray/Howie Marion; 2) Slithergadee, John Niesley; 3) Equanimity, Randy Paul. (11 boats)

SANTANA 35 — no starters

OLSON 30 — 1) Bottom Line, Tony Pohl. (3 boats)

CATALINA 30 — 1) North Mist, Jim Aton; 2) Outrageous, Ken Speer. (7 boats)

RANGER 23 — 1) Twisted, Donald Wieneke; 2) Royal Flush, Daniel Richardi. (7 boats)

LONG BAY COURSE (18.6 miles):

DIV. M (181-up) — 1) Current Asset, Islander 30 Mk II, John Bowen; 2) Don Wan, Santana 28, Don

Kunstler; 3) Lelo Too, Tartan 30, Emile Carles. (10 boats)

J/29 — no starters

OLSON 25 — 1) Pearl, Bill Riley; 2) Vivace, Bill Riess; 3) E-Ticket, Spooge Syndicate. (10 boats)

HAWKFARM — 1) Eclipse, Fred Hoffman; 2) Cannonball, Rick Schuldt. (7 boats)

NEWPORT 30 — 1) Mintaka, Gerry Brown. (2 boats)

CAL 29 — no starters

THE RACING

CAL 2-27 — 1) Zephyr, Bruce Nesbit; 2) Splash, D. Walder; 3) Con Carino, Gary Albright. (8 boats) CATALINA 27 — 1) Freyja, R. Nelson. (3 boats) RANGER 26 — 1) Mytoy, Dave Adams; 2) Onager, John Wales. (4 boats)

THUNDERBIRD — 1) Ouzel, Mike Sheats. (3 boats)

ISLANDER BAHAMA — 1) Cahada, Dan Bjork. (3 boats)

CAL 20 -- no starters

SHORT BAY COURSE (15.9 miles):

ISLANDER 28 — no starters

ISLANDER 36 — 1) Windwalker, Richard Shoenhair; 2) Blockbuster, Bruce Block. (4 boats) J/24 — 1) Nikkers, Dobroth/Dimitrios; 2) JPJ, P. Crystal. (6 boats)

COLUMBIA CHALLENGER — 1) Osprey, Jim Adams; 2) Libertine, W. Negren. (5 boats)

ARIEL — 1) Spirit Wind, Rideout/Luiten; 2) Tempest, Gary Gast. (4 boats)

SANTANA 22 — 1) Shazam!, Bud Sandkulla. (2 boats)

Leiter Trophy: A Star is Born

Fifteen-year-old Rebecca Harris of Vacaville won the 1991 Leiter Trophy, aka the USYRU/Rolex Junior Women's Sailing Championship, the old fashioned way: she earned it. After breezing through the first two days of the Laser Radial competition on Richardson Bay, Harris choked the fifth race and used it as her throwout. With pressure on in the finale, the Richmond YC junior sailor performed superbly, coming through with a third place finish in the 41-boat fleet to win the regatta. Her 3,3,1,1,(16),3 record was just good enough to beat another determined 15-year-older, Danielle Brennan of New York.

"I practiced hard for this one; I really wanted to win," allowed Harris, who finished third in last year's Leiter Trophy (and is still eligible to compete in this event for three more years). "Now its back to Europe Dinghies." Harris will sail in the women's Europe Dinghy Worlds in September, and has hopes of travelling to Barcelona in '92 as a tuning partner. "I definitely want to sail in the Olympics in 1996 — that's my goal," she stated. Given her intensity and dedication to the sport, we believe she will.

Rebecca Cheney of Austin, Texas, won the sportsmanship award. Cheney, who finished 28th, and Harris were automatically named to the prestigious 1991 USYRU/Rolex Junior Sailing Team for their performances. Only two other local girls, both from Encinal YC, sailed in the Leiter Trophy: 16-year-old Krysia Pohl (who came in 12th) and 13-year-old Marred Jones. Former Bay Area sailor



Rebecca Harris was head over heels about winning the 1991 Leiter Trophy.

Faye Menis — who recently moved to Cohasset, Massachusetts, with her family — sailed, too, coming in 21st.

Sausalito YC did a fine job of hosting this national championship on August 12-14. The day before the racing began, the girls were treated to a rigorous heavy-air clinic conducted by Courtenay Becker, Giselle Camet, Joni Palmer and Pam Healy. Conditions for the series were abnormal (wet and shifty) due to the effects of tropical storm Hilda, negating any 'local knowledge'.

1) Rebecca Harris, Vacaville, 10.5 points; 2) Danielle Brennan, New York, NY, 12.75; 3) Evangeline Callahan, La Porte, TX, 21.5; 4) Lisa Flannery, Newport,

RI, 22; 5) Siobhan Dalton, Normandy Beach, NJ, 24.75; 6) Alice Manard, New Orleans, LA, 32; 7) Jennifer Lovell, Westminster, MD, 38; 8) Martine Rawlings, Greer, SC, 43; 9) Christina Allen, Newport Beach, CA, 53; 10) Laura Dunn, Erie, PA, 55. (41 entrants)

South Beach Race

Multihulls set the pace in the Single-handed Sailing Society's and South Beach YC's heavy air South Beach Race on July 27. Joe Therriault singlehanded his Buccaneer 33 Sundowner to first overall on elapsed and corrected time, finishing the 25-mile reaching-oriented course in 3 hours and 44 minutes. In the process, Joe beat all four doublehanded F-27 multihulls around the course. According to SSS Vice Commodore Pat Zajac, highlights of the day included Triptych, an F-27, performing wheelies' and

Dan Swann's Olson 30 Assoluto setting a world's record for 'number of round-ups'.

SINGLEHANDED:

DIV. I (multihull) — 1) **Sundowner**, Buccaneer 33, Joe Therriault. (1 boat)

DIV. II — 1) Echo, Wylie 34, George Kiskaddon (2 boats)

DIV. III — 1) Praise, Freedom 36, Ken Joy. (3

DIV. IV — 1) Dulcenea, Coronado 27, John Slivka; 2) Impossible, R-23, Gary Kneeland. (5 boats)

DOUBLEHANDED:

DIV. I (multihull) — 1) Three Play, F-27, Rob Watson; 2) Triptych, F-27, Jim Bradfield. (5 boats) DIV. II — 1) Bird, Swede 55, David Poole; 2) Danville Express, Express 37, Andy Hall. (5 boats)

DIV. III — 1) Chesapeake, Merit 25, Jim Fair; 2) Infinity II, CS 30, Mick Dousman. (5 boats)

DIV. IV — 1) Hawk, Alberg 30, Steve Collins; 2) My Way, Newport 30 Mk II, Tony Fraga. (6 boats)

Gracie & George Regatta

Encinal YC's annual Grace & George Regatta, held this year on July 27, continues to grow in popularity. This year, the 11.8-mile South Bay 'Jack'n Jill' race attracted 34 entries. The rules are simple: a woman must steer at all times (except for what the sailing instructions cryptically call "brief moments for physical comfort") and a man must crew. Spinnakers can only be flown in the last four miles of the race, i.e. from the entrance of the Estuary up to the EYC clubhouse finish.

Steady 16-knot winds propelled the fleet around the course in just over two hours. Linda Ritz's Etchells Linda, sporting a PHRF rating of 126, was first across the line and also corrected out three minutes ahead of the next boat in Class A. Julie Weiland's Santana 22 Riffraff corrected out first in Class B and first overall, while last year's overall winner, Andrea Crankshaw, drove Twilight Zone to first in the Merit 25 one design class. The Merits, which lost their YRA start last year, have devised a custom schedule this summer (including this regatta) and seem to be enjoying a comeback.

Lots of knots were tied (and untied) that day, the most significant of which was the joining of hardcore racers Bill Hoffman and Lori Robson in holy matrimony. The couple did the deed Saturday morning on a power-boat anchored off Treasure Island, and then jumped on their Express 27 Student Driver and sailed in the regatta. Apparently, it was quite a sight: the newlyweds raced in their wedding duds with a 'Just Married' sign on the back of their boat. Our spies tell us they were a bit late for the start and finished

down in the pack, but that they couldn't have been happier. Congratulations and best wishes, Bill and Lori!

CLASS A — 1) Linda, Etchells 22, Linda & Steve Ritz; 2) Harp, Catalina 38, Sallie Rowe/Mike Mannix; 3) Batota, Moore 24, Daria Eppley/Rui Luis; 4) Moonlight; 5) Loose; 6) Take Off; 7) Zephyros; 8) Mantis; 9) Showtime; 10) Rude Dog. (17 boats)

CLASS B — 1) Riffraff, Santana 22, Julie Weiland/Erik Menzel; 2) Resolute J, J/24, Tracey Profeta/Mark Steinhilber; 3) Lelo Too, April Daniels/Emile Carles; 4) Kamala II; 5) Limestone



Newlywed Lori Hoffman strikes a pose you'll probably never see in 'Brides Magazine'.

Cowboy; 6) Cloud Seven; 7) Just Kidding; 8) Serendipity; 9) Gypsy; 10) Esprit Victorieux. (13 boats)

MERIT 25 — 1) Twilight Zone, Andrea Crankshaw/Paul Kamen; 2) Fudge Factor, Katherine Lord/Steven Wright. (4 boats)

Olson 30 Nationals

A mere 9 of the 240 Olson 30s in the world made it to their Nationals at Santa Cruz YC on August 11-16. Only four local boats participated (some joker put 'for sale' signs on seven other O-30s that sat dormant on their trailers at SCYC that week); only three from the Bay fleet made the trek (Bottom Line, Zephyros and WYSIWYG); and only two came up from Southern California. In the end, just two boats — Stray Cat and Sirena — need have bothered.

Doug Kirk's Stray Cat, with Jack Halterman grasping the 'sacred wood', won the 7-race, no throwout series with a stellar 4,1,3,2,1,1,1 record. They were pressed throughout by Steve Shaw's Sirena, which featured Dave Hodges on the tiller. The series was decided in the final race, and although Sirena recovered quickly from being over early, she had to settle for second in the race and series. As Stray Cat and Sirena match raced for the big pickle dish, Tony Pohl's Bottom Line (with Howie Marion steering) and Long Beach's Vendetta likewise battled to the wire for third, with the nod going to the former.

Fourth place finisher Vendetta, sailed by Ernie Richau, won the owner/driver award. Where was the rest of the fleet this year, we wondered? According to class stalwart Jay Bennett (Kabala), "We blew it when we scheduled a week-long Nationals — next year we'll do a three-day series. Also, it's expensive to campaign a boat these days; and maybe people don't want to come out to get thrashed by rockstars anymore."

1) Stray Cat, Doug Kirk/Jack Halterman, 12 points; 2) Sirena, Steve Shaw/Dave Hodges, 14.5; 3) Bottom Line, Tony Pohl/Howie Marion, 24.75; 4) Vendetta, Ernie Richau, 25; 5) Kabala, Jay Bennett, 27; 6) Bullet, Mike Gross, 49; 7) Obsession, Tony Kwid, 52; 8) Zephyros, Dave Oliver, 52; 9) WYSIWYG, Don Martin, 60.

French Win Admirals Cup

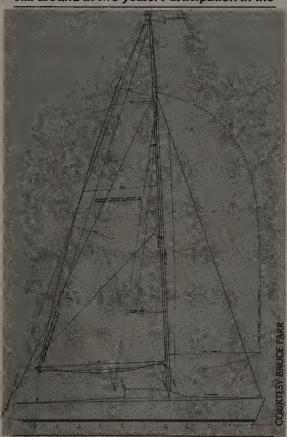
What's the world coming to? August was a strange month, to be sure: Pee-Wee gets exposed, Gorby gets deposed (well, briefly), and the French win the 1991 Champagne Mumm Admiral's Cup?? For the first time in 17 runnings, a French team — Corum Saphir (Briand 50), Corum Rubis (Briand 44) and Corum Diamant (J/V 40) — won this event, still the pinnacle of IOR grand prix racing. The matching yellow French boats, heavily bankrolled by Corum Watches, started the 6-race series slowly, but pulled

themselves back into fourth place with a team win in the final inshore race.

Going into the last race, the heavily-weighted (2.5 times normal points) 600-mile Fastnet Race, it was still anyone's game; Italy (Mandrake, Larouge and Brava) was in the lead, as they had been throughout. Just behind them was the British team (Juno V, Wings of Oracle and Port Pendennis) in a virtual tie with the U.S. (Champosa, Irv Loube's hot new Bravura and Vibes, the new World One Ton champion).

By virtue of a decisive team win in the slow, frustrating Fastnet Race (firsts by Saphir and Diamant, and second by Rubis), the French leapfrogged the field to beat the stunned Italian team by a slim .62 points. The U.S. ended up a respectable third. Had Vibes, which was winning the One Ton class and was the overall individual top scorer going into the finale, been second instead of fifth in the Fastnet, the U.S. would have won the CMAC...

Maybe next time, if the Admiral's Cup is still around in two years. Participation in the



'Vibes', the latest one tonner from Bruce Farr, was sold to Japan after the Admiral's Cup.

prestigious IOR event was down to only 8 three-boat teams, the smallest field since 1967. The results:

OVERALL — 1) France, 138.75 points; 2) Italy, 138.13; 3) United States, 134; 4) U.K., 113.88; 5) Germany, 102; 6) Denmark, 99; 7) Japan, 66.75; 8)

Australia, 62.

50 FOOTERS — 1) Corum Saphir, France, Briand, 56.88 points; 2) Will, Japan, Farr, 51.25; 3) Mandrake Krizia, Italy, Farr, 42.63; 4) Champosa VII, U.S., R/P, 39; 5) Juno V, U.K., Farr, 34.5; 6) Container, Germany, J/V, 34.25; 7) Tuborg, Denmark, J/V, 19.5; 8) Cyclone, Australia, Frers, 12.

TWO TONS — 1) Bravura, U.S., Farr, 48 points; 2) Larouge, Italy, Farr, 44; 3) Corum Rubis, France, Briand, 43.25; 4) Rubin XII, Germany, J/V, 40.75; 5) Unibank, Denmark, J/V, 36.5; 6) Wings of Oracle, U.K., Farr, 31.5; 7) Bimblegumbie, Australia, Castro, 27; 8) Carino, Japan, R/P, 5.5.

ONE TONS — 1) Brava, Italy, Farr, 51.5 points; 2) Port Pendennis, U.K., Dubois, 47.88; 3) Vibes, U.S., Farr, 47; 4) Zuerich Forsikring, Denmark, J/V, 43; 5) Corum Diamant, France, J/V, 38.63; 6) ABAP/4, Germany, J/V, 27; 7) Shardana II, Australia, J/V, 23; 8) Spica, Japan, Jeppeson, 10.

Cal 20 North Americans

Only three Northern California Cal 20 entries made it to the class's 30th annual championships in Long Beach on July 30 to Aug 3. The contingent was led by Corinthian YC's John Nooteboom, who was campaigning in his 25th Nationals/North Americans (the event expanded a few years ago to include Canadians).

Nooteboom managed to place third in the silver fleet, which wasn't bad considering the gold fleet had names like Bruce Gollison, Dave Ullman, Steve Grillon and Shawn Bennett topping the list. And none of them won, either. The title went to young John Fortenberry of San Diego, who scored three bullets in the six-race series, including two wins on the final day to come from behind and displace the early leader Gollison.

"The competition in the championships was probably the toughest it's ever been," says Nooteboom of the 55-boat fleet. He added that the fun level was pretty high too, with lots of tactical racing inside the Long Beach breakwater in light to moderate winds.

Fortenberry survived a scare after the final race when someone suggested that he was not, in fact, a valid member of a yacht club (which was one of the rules for registration in the regatta). A brouhaha followed, including the non-awarding of trophies for the gold fleet. It wasn't until three days later when the San Diego sailmaker produced positive documentation that the smoke cleared.

Also making their appearance was a flock of souped up Cal 20s, which are becoming the rage in Southern California. You can pick up an old junky boat for about \$1500 and have it stripped, repainted, repaired, rekeeled (actually just fairing and aligning

the old ones), rerigged and put back together for another \$7000 or \$8000. That means you've got a hot one design racer/cruiser for under \$10,000, with a great fleet to race against. Not a bad deal in this day of the stressed out economy. No wonder they get 35 Cal 20s on the line for Wednesday night races down there. (Even Larry Harvey, the IOR and MORC sailor, has been rumored to have bought a Cal 20.) A similar movement is starting up here on the Bay as well.

- shimon van collie

Gold Fleet - 1) Bill Fortenberry, Belmont Shores Sailing Club, (13),1,6,3,1,1 for 11.25 pts; 2) Bruce Gollison, Alamitos Bay YC, 3,2,3,2,(12),7 for 17 pts.; 3) Shawn Bennett, ABYC, 8,6,1,(15),5,2 for 21.75 pts.

Silver Fleet - 1) David Williams, Los Angeles YC, (5), 1,3,1,1,4 for 9.25 pts.; 2) Isabelle Lounsberry, ABYC, 1,4,1,(10),2,3 for 10.5 pts; 3) John Nooteboom, Corinthian YC, 6,3,(12),2,8,9 for 28 pts.

LongPac Race

"I've never been so wet and cold for so long," stated Dan Swann, skipper of Assoluto, after the 400-mile LongPac. "The Singlehanded TransPac should be used as a qualifier for the LongPac, rather than the other way around!"

Swann and 11 other intrepid solo sailors left the Golden Gate YC on July 31 for the Singlehanded Sailing Society's biennial LongPac — out to longitude 126°40' (200 miles out) and back. Winds were 12-15 knots at the start, increasing to near 30 at the 'mark'. Seas were not much more than 6 feet and visibility was excellent — sunny days and starry nights.

Despite these relatively ideal conditions, the trip was an exhausting one for most everyone. Lack of sleep forced at least two competitors, *Pelagic Fantasy* and *Assoluto*, to heave-to on the way back for some much needed rest. Both informed shipping traffic of their location and intention before turning in. "I thought about quitting, but there was no place to quit to," said Swann. Other sailors reported seasickness, green water on the decks (and subsequent leaks) and lots of equipment malfunctions — many Lorans conked out, batteries went dead and autopilots broke down during the three day 'tropical cruise'.

While most of the competitors sailed the race to qualify for next summer's Single-handed TransPac, the two top finishers did it for the fun of it. Overall winner and SHTP vet Robbie Robinson entered his Burns 35 Rolling Stone "because I've never done the LongPac before," while Reliance's Reed Overshiner, who's already qualified to sail



Robbie Robinson and 'Rolling Stone' — seen above in a file shot from the '88 SHTP — gathered no moss in this year's LongPac.

the '92 SSS TransPac, did it "because the other ocean races aren't long enough to get into a rhythm." They seemed to have enjoyable trips, particularly Robinson, who read books rather than hand-steer during most of the race.

Ed Ruszel on Chelonia reported the most bizarre incident of the race: after hearing a radio report about a loose buoy reported some 100 miles offshore, he prudently stuck his head up top to look around. The buoy was literally 50 yards away!

And then there was SSS veteran Buz Sanders, who misjudged the entrance to the Gate in early morning darkness and put his Sonoma 30 Red Stripe up on Rodeo Beach. Fortunately, he missed the rocks, landing in the sand and not even getting his feet wet as he got off. The boat needs some bottom/keel work, but is otherwise okay. "The mind believes what it wants to believe," said Sanders as he cited the combination of factors that led to his error in judgement: Loran not working, fatigue, misinterpreting shore lights, not believing his compass and misreading Pt. Bonita Light.

First home, in a time of almost 62 hours, was Frank Dinsmore's Newland 368 Francis Who? II, which plummeted to seventh after the handicaps were applied. Last in was Sojourner after 100 hours on the race track.

SSS Commodore Pat Zajak, in a masterpiece of understatement, summed up this year's LongPac as "not exactly enjoyable, but certainly memorable." Makes you wonder what these guys do for real fun, doesn't it?

1) Rolling Stone, Burns 35, Robbie Robinson; 2)

Reliance, Int. Folkboat, Reed Overshiner; 3) Andria II, O'Day 30, Fred Hess; 4) Geodesic II, Morgan 30/2, Ralph Morganstern; 5) White Knuckles, Olson 30, Dan Benjamin; 6) Chelonia, Yankee 30, Ed Ruszel; 7) Francis Who? II, Newland 368, Frank Dinsmore; 8) Pelagic Fantasy, Newport 33, Rick Holway; 9) Assoluto, Olson 30, Dan Swann; 10) Foxx Fyre, Yamaha 33, Mike Jefferson; 11) Sojourner, Bristol 32 ketch, Keith Savell; 12) Red Stripe, Sonoma 30, Buz Sanders. (12 boats)

Ocean Racing Round-Up

Two of the four races in the fall ocean series were sailed in the last month: Vallejo YC's Ocean Vallejo Race and Corinthian YC's Drake's Bay Race. The series continues next month with Golden Gate YC's Ong Triangle on September 14, which for some reason was scheduled to conflict with the Big Boat Series. The finale, Richmond YC's Junior Waterhouse Race, is slated for October 5.

OCEAN VALLEJO RACE (July 27; 45.6 miles)

MORA Lite — 1) Friday, Express 27, John Liebenberg; 2) Desperado, Express 27, Mike Bruzzone. (5 boats)

MORA Heavy — 1) Freewind, Cal 9.2, Betty & Don Lessley; 2) Redux, Olson 9115, Nick Barnhill. (6 boats)

PHRO I — 1) Acey Deucy, SC 50, Richard Leute; A
2) Hotlicks, Hobie 33, John Walker. (6 boats)

PHRO II — 1) C-Ro-Mar, Beneteau 42, Marty Christensen; 2) Rocinante, Beneteau 42, Alex Malaccorto. (7 boats)

SSS — 1) Aotea, Antrim 40, Peter Hogg; 2) Nidaros II, Santana 20/20, Bjarne Junge. (4 boats)

DRAKES BAY (Aug. 24-25; 28.1 miles each way)

MORA Lite — 1) Wild Cat, Olson 30, RPSS
Partnership, 2.75 points; 2) Assoluto, Olson 30,
Dan Swann, 3.75. (4 boats)

MORA Heavy — 1) Animal Farm, Wylie 28, The Phibbs Phamily, 1.5 points; 2) (tie) Freewind, Cal 9.2, Betty & Don Lessley, and Perezoso, Excalibur 26, Jeff Nehms, 5. (6 boats)

IMS — pending

PHRO I — 1) Acey Deucy, SC 50, Richard Leute, 1.5 points. (3 boats)

PHRO II — 1) Razzmatazz, Swan 42, Dennis Robbins, 5.25 points; 2) (tie) C-R-Mar, Beneteau 42, Marty Christensen, and Maluhai, Beneteau First, David Sallows, and Rocinante, Beneteau 42, Alex Malaccorto, 6 points. (7 boats)

SSS — 1) Tinsley Light, Santana 35, Hank Grandin, 4 points; 2) (tie) Aotea, Antrim 40, Peter Hogg, and Chelonia, Yankee 30, Ed Ruszel. (4 boats)

Race Notes

Tiny Tunas: Six-time Day Sailor North American champion Len Flock won the Santana 22 Nationals held at Santa Cruz YC on July 26-28. Flock, who previously won the S-22 title in '84 at Huntington Lake, put together a 1,1,1,1,3,5 record in the light and shifty conditions. Charles Roskosz finished a distant second in the 11 boat fleet; veteran skipper Eric Petersen was third. All three of the top finishers are members of the host Santa Cruz YC. Complete results: 1) High & Dry, Len Fiock; 2) Surge II, Charles Roskosz; 3) For Sure, Eric Petersen; 4) Krash, Charles Kurtman; 5) Hot Ruddered Bum, Bill Fieberling; 6) Espionage, Arnold Wechter; 7) (tie) Insanity Cruz, Mark Langer, and Gypsy, Fred Molnar; 9) US 99, Bob Barksdale; 10) Delphis, Charles Heron; 11) #619, Dan Scarbery.

Olympic preview: The U.S. Olympic team came away with only four medals in the Olympic Practice Regatta that occurred in Barcelona, Spain, in late July. Our brightest performance was a 1-2 finish in the Star class: Ed Adams and crew Tom Olsen struck gold, followed by the Mark Reynolds/Hal Haenel team. Kevin Mahaney (with Jim Brady and Doug Kern) took the Soling silver medal, and Yachtswoman of the Year Courtenay Becker earned a bronze medal in the Europe Dinghy class. Other high finishes were turned in by Brian Ledbetter (sixth in Finns), Morgan Reeser (sixth in Men's 470s) and J.J. Isler (fifth in Women's 470)

Deep in the Ditch: Stockton Sailing Club's 7-race **Sunday Series** ended last month, with winners in each class as follows: PHRF-A—Geronimo, Express 27, John Wolf/Pete Habeeb; PHRF-B—Purrfection, Nonsuch 30, Ray Drew; PHRF-C—Off the Wall, MacGregor 26, Gary Wall; 5.5 Meter—Top Gun, Jim Coddington; Catalina 27—Sea Harp, Joan Harp; Cal 2-27—Princess Tiger

THE RACING

II, Page Vanlobensels; Midgets — Shenanigans, Merit 25, Pat Brown; J/24 — Knots, John Notman. The winners of each division then sailed a Champion of Champions Race. Knots won that race, followed closely by Geronimo and Shenanigan's.

Since that series, **Pat Brown** — a Larsen Sails rep and chairman of last year's South Tower Race — has sold Shenanigan's (it's now part of the 9-boat Merit 25 revival going on in the Berkeley Marina). Meanwhile, Pat is creating a 'turbo' Wilderness 30. The hull is lighter and has a lower freeboard than a production Wilderness 30, the keel and rudder are off Olson 29 molds and the rig will be a 38-foot high masthead arrangement. The boat, as yet nameless, should begin terrorizing the Delta next spring.

Blame it on Rio: After a 17-year hiatus, the Cape Town to Rio de Janeiro Race will be sailed again in 1993. The oncepopular race was sailed just three times, with the third and most recent edition attracting 126 entries in 1976. The race was dropped by the Brazilians 15 years ago to protest South Africa's apartheid policies. The resumption of the race follows South Africa's readmission to the Olympic Games.

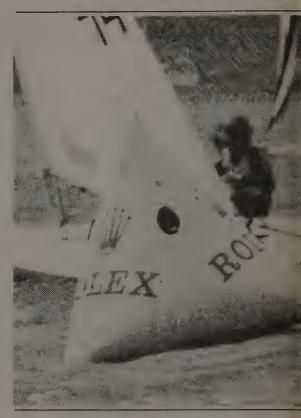
Northern exposure: The third and final weekend of racing in the North Bay Series was hosted by Vallejo YC on August 17-18. Both days featured light to moderate breezes and some nifty courses made possible by VYC's new permanent buoys anchored in various places around San Pablo Bay. Chute runs up the Mare Island Channel were the deciding factor in the second race on Saturday as well as Sunday's race. Results of the weekend: Div. A — 1) Freestyle, C&C 33, Dave Jones/Scott Parker, BenYC, 4.5 points; 2) Invictus, C&C 40, John Webb, BenYC, 5.75; 3) Cole Train, Yamaha 33, Doug Cole, VYC, 9. (9 boats); Div. B — 1) Summerwind, O'Day 27, Jim Ness, VYC, 3.5 points (3 boats); Div. C — 1) Stormin, Ranger 23, John Wilson, VYC, 4.5 points (4 boats); Div. D — 1) Stress Therapy, Newport 30 Mk III, Les Mirkovich, BenYC, 4.75 (3 boats).

Lido shuffle: Alamitos Bay YC's Charlie Cummings and crew Tom Devlin topped a 43-boat fleet at the Lido 14 Nationals at Mission Bay YC (San Diego) on August 12-15. . . Meanwhile, at Little Traverse YC in Harbor Springs, Michigan, Regardless, a 1985 N/M 40-footer now owned by Paul Siegel of Cincinnati, won the One Ton North Americans. Only 4 one tonners showed up for the August 1-4 event. . . Up in Eugene, Oregon, last month a local talent, Mike Sherlock, won the Santana 20 Nationals over a 24-boat fleet.

Toro, toro, toro: The 1991 El Toro North Americans were contested at Oak Harbor YC (on Whidbey Island, Washington) on August 4-9. Winners of the Gold Division: 1) Vaughn Siefers, 2) Hank Jotz; 3) Tom Rankin; 4) Al Kenstler; 5) Dennis Silva (22 boats). Silver Division — 1) Pete Blasberg; 2) Jim Maloney; 3) Steve Frick; 4) Brian McGihon (18 boats). Intermediate — 1) Garret Greenwood; 2) Matt McQueen (5 boats). Junior — 1) Jeff Loomis; 2) Jesse Fiero; 3) Colin Shirek; 4) Jessica Pirie (14 boats). We never did hear much about the racing, other than there was either too much wind or too little. The big story was that a van containing 7 or 8 Bay Area junior sailors and three adults turned over near Grant's Pass in Oregon when a tire blew out. The van had slowed to about 15 miles an hour when it flipped; all the people were okay thanks to seatbelts, though 5 of the Toros they were towing were completely trashed.

Delta daze: Andreas Cove YC, located at Owl Harbor on 7 Mile Slough, hosted their annual Frank's Tract Regatta on August 17-18. For a change, an out-of-town entry was the big winner: Shenanigan, Mike and Carolyn Fitz-Gerald's Tiburon YC-based Islander 36, beat the 16-boat PHRF fleet in the windy 3-race series. "And we only hit bottom once!" said Carolyn. The Fitz-Geralds own a summer house on Bethel Island (a place they describe as "40 years behind the times and 10 feet under sea level") and enjoy doing the regatta every year. Finishing second was Bad Dog (J/22, John & Debbie Walker); third was Flamingo (J/24, Britt West). The Columbia 5.5s sailed on Saturday only, with Bandit, Chaos and Maverick finishing in that order in a 6-boat fleet.

Busy, busy: "It's a little crazy," admits Ross's Susie Madrigali of her hectic racing schedule for September. From September 6-13, she and four crew (Anna Peachy of Tiburon, Stephanie Wondolleck of San Rafael, Vicki Sodaro of Tiburon and Jan Dorland of Sausalito) will sail J/24s in the Rolex International Women's Keelboat Championship back in Newport, R.I. A total of 46 teams from 8 countries will sail in the prestigious biennial event. Then — pant, pant — it's straight back to the Bay for the Corinthian YC-hosted Adam's Cup Finals on Sept. 24-28. This year, the Adams Cup will be sailed in Solings; Peachy and Wondolleck will crew for Susie in this, her fifth, shot at the USYRU Women's Sailing Championship. "We've been practicing a lot," says Madrigali, a member of San Francisco YC and mother of two. "J/24s and Solings are completely different boats — jumping between the boats is getting confusing!"



The beat goes on: the Wooden Boat Race Association convened at the Knox race course on Saturday, August 17. Berkeley YC handled the shotgun for the two-race day. We combined the scores of the two races to come up with the following results: Bear — 1) Chance, Glenn Treser, 3.75 points (6 boats); Folkboat — 1) Thea, Tom Reed, 3.75 (6 boats); IOD — 1) Accounts Payable, Rich Pearce, 2.75 (9 boats); Knarr — 1) Red Witch, Craig McCabe, 3.75 (16 boats). The Bird boats only sailed one race; Jim Van Dyke's Kookaburra bested the 5-boat fleet.

And on and on: Coyote Point YC hosted a sunny, moderately windy Handicap Division Association (HDA) race off the Cityfront on Sunday, August 18. Winners of each division were: Div. H — Contessa, Centurion 42, Gordon Cox (3 boats); Div. J — Wavetrain, Olson 911S, Rick Caskey (9 boats); Div. K — Ouessant, Farallon Clipper, Frank Buck (7 boats); Div. L — Kamala II, Ranger 29, Bill Keith (7 boats); Div. M — Dulcinea, Killerwhale, Mike Mathiasen/Bill Pritchard (11 boats).

You read it here first: Rumor has it that Encinal YC may host the 1992 George Hinman Trophy (the USYRU Team Race Championship), They warmed up for the event by hosting the 1991 Area G Hinman Eliminations on August 10. Three teams (Stanford, San Francisco YC and StFYC) turned up for the team racing series on the Estuary in FJs. Stanford won the event with a 5-1 record, followed by SFYC (3-2) and StFYC (2-3). The winning team consisted of Blake Middleton (skipper)/Geoff McDonald, Tom Kuhnle/Paula Gani and Matt Sanford/Sue Kown. Unfortunately, the Cardinals can't be at the finals (Sept. 6-8 on Long Island Sound), so the SFYC team



Leiter Cup action on Richardson Bay. Next month, the Adams Cup!

(skippers Gavin O'Hare, Jon Perkins and Bart Hackworth) will represent our area.

Pebblestar circuit: six hot young sailors from the Bay Area represented Area G in the USYRU/Rolex Junior Sailing Championships in Cleveland, Ohio, from August 16-24. Matt McQueen of Danville, Krysia Pohl of Alameda and Rowan Fennell of Tiburon sailed in the Sears Cup finals, held in Thistles this year. Will Paxton of Richmond and Ken Crawford of Newark teamed up for the Bemis Trophy in Club Juniors, while John-O Walsh of Tiburon sailed Europe Dinghies for the Smythe Trophy. Results next month.

Close racing: Only 1.4 points separated the top three boats in the 1991 Flying Junior Nationals held at Ballena Bay YC on July 22-25. Larkspur's Gavin O'Hare, with crew Chelsea Hardesty of Tiburon, won the regatta, narrowly defeating Sean and Cynthia Dyer. Past national champ Steve Klotz (with Susan Ouye) finished third. Contestants in the small 12-boat fleet ranged in age from 74-year-old Larry Weatherly to 15-year-old Will Paxton. The FJ is a 13-foot dinghy that began life as a training boat for the Flying Dutchman, but has developed as a class of its own.

Veni, vidi, vici: American sailors brought home 4 gold medals, 1 silver and 3 bronze in early August's **Pan Am Games** held in Havana, Cuba. The medal count by country was USA (8), Brazil (7), Canada (5), Argentina (3), Mexico (2), Chile (1) and Cuba (1). Striking gold were **Ted Huang** (Los Altos) in the Men's Lechner Div. Il Sailboard, Lannee Butler (San Juan Capistrano, CA) in the Women's Lechner

Div. II Sailboard, Amy and Susan Lawser (Holmdel, NJ) in the Women's 470 and Matt Fisher/Steve Catlison/Sean Fidler (Westerville, OH) in Lightnings. Sam Kerner of Honolulu took home a silver in the Men's Laser, while the following sailors scored bronze medals: Karen Long (Edgewater, MD) in the Women's Laser, Morgan Larson (Capitola)/Paul Kerner (San Rafael) in the Men's 470, and Peter Commette/Tarasa Davis (Ft. Lauderdale, FL) in Snipes.

Silly Wabbits! Only 7 boats sailed in this year's slow Wylie Wabbit Wiver Wun, a 50 mile downwind race from Wichmond YC to Bwannan Island. Billy and Melinda Erkelens, sailing with Jon Stewart, won the slow (8.5 hours) race in an as-yet unnamed Wabbit they recently purchased from Gary Edwards. They nipped Wabbit builder and guru Kim Desenberg (Mr. McGregor) right at the finish. The rest of the fleet stacked up as follows: 3) Harebrained, Jim Malloy; 4) Contingent, Jerry Keefe; 5) Kwazy, Colin Moore; 6) Keala, William Weber; 7) Tulawemia, Mark Harpainter.

Santa Cruz doubleheader: Outbound to Elkhorn YC (Moss Landing) on Saturday, August 3, and inbound the next day to Santa Cruz (with ping-pong, a sing-a-long and a BBQ in between), made the Spring SCORE final race and first Fall SCORE race a memorable weekend. Overall winners of the 4-race Spring SCORE Series follow: 'A' Fleet — 1) Daisy, SC 40, John Buchanan, 6.75 points; 2) Absolute 88, Wylie 37, Keith MacBeth, 12.5; 3) Outrageous, Olson 40, Rick Linkmeyer, 16. (9 boats). 'B' Fleet -- 1) Stray Cat, Olson 30, Doug Kirk, 3 points; 2) Pacific High, SOB 30, Don Snyder/Dennis Bassano, 19; 3) Prince Charming, Custom Spruit 30, Terry Drew, 20. (17 boats). 'C' Fleet - 1) For Sure, Santana 22, Eric Petersen, 6.5 points; 2) By Design, Olson 25, Dave Skomsvold, 7.5. (6 boats).

Man against the sea: lone American Dave Scully ended up 37th out of 46 in the sadistic Solitaire du Figaro Relais & Chateaux, a singlehanded race better known as Le Figaro. Frenchman Yves Parlier, sailing Defi Aquitane, won the 4-legged race around Europe with apparent ease.

More magic: Abracadabra, a R/P 50 sailed by Paul Cayard and his Il Moro buddies, took her third straight victory on the International 50-Foot World Cup circuit at Lymington, England, in late July. This brings the 17-month-old Abracadabra's total record to 7 victories in 9 outings on the 50 circuit — a remarkable string! This latest conquest was a close one: Cayard survived a port/starboard protest lodged by Michael Peacock's Juno V in the last race to hold on to the top spot. After 4 of 5 races on the 1991 circuit, Abracadabra is now leading Juno V by 2.25 points. The final showdown will occur in Japan in early November. Results of the Lymington Regatta: 1) Abracadabra, R/P 50, 22.75 points; 2) Juno V, Farr 50, 25.5; 3) Container, J/V 50, 27; 4) Tuborg, J/V 50, 29.5; 5) Champosa VII (John Kostecki), R/P 50, 30.75; 6) Mandrake, Farr 50, 32; 7) Will, Farr 50, 35; 8) Pro-Motion VII, Frers 50, 39.75; 9) Windquest, Farr 50, 47; 10) Fujimo (Kimo Worthington), R/P 50, 48. (15 boats)

Can't win 'em all: the StFYC team of skipper Forrest Fennell, Brandon Paine and Josh Hardesty had their troubles at the Balboa YC-hosted **Governor's Cup** on July 31-August 4. Match racing in Santana 20s against 11 other top-flight junior teams from as far away as Britain, New Zealand, Detroit and Annapolis, our local lads tied for sixth with a 5-6 record. "We were pretty slow until the last day, when the wind finally came up," admitted Paine. At least at they had the satisfaction of being the only team to defeat the winner, Giselle Camet of San Diego, who finished with an 11-1 record.

Road warriors: StFYC's Patrick Andreasen sailed in the 505 Worlds in Marstrand, Sweden, in early August. Along with crew Dave Shelton, Patrick came in 16th out of 83 competitors. The only other Americans, Howie Hamlin and crew Steve Rosenberg, came in 12th. Where was everyone else, we wondered? "It cost around \$6,000 to ship the boat each way, and beers were 6 or 7 bucks a bottle over there," said Patrick. "It's really expensive, not to mention that a lot of our local fleet have children now." Next year, however, the 505 Worlds will be virtually in our backyard — Santa Cruz YC to be exact. Stay tuned for details.

CHANGES IN

With reports this month from Long Tall Sally voyaging from Costa Rica to Gibraltar; Gizmo in the Tuamotus; FellowShip in the South Pacific; Gryphon in the Hawaiian Islands; Magic Moon in Costa Rica; Northern Lights in Australia; and, Cruise Notes.

Long Tall Sally — Tayana 55 Steve Weick & Maureen Miller California To Gibraltar (South Beach YC, San Francisco)

Long Tall Sally reached Horta in the Azores on June 26 after a fast 11-day passage from Bermuda. Although we're anxious to get into the Med, we envy and miss our cruising buddies from Mexico who are taking the slowed-paced track through the Pacific.

We thought Costa Rica was a terrific place, but just about the time the southbound crowd gets there, it gets HOT! If you like the sizzling Sea of Cortez in summer, you'll love Costa Rica in the spring. By April 1, we'd baked enough, so after picking up some nifty hand-drawn charts of Panamanian anchorages at Whitey and Barbara's Jungle Club in Golfito, we headed southeast. It may come as a surprise to



Painting boat names on the quay at Horta is a time-honored tradition. Another cruiser takes a crack at it.

many, but we thought Panama was prettier, cooler, and possibly even safer than Costa Rica.

But the highlight of our last few months of cruising was the stop in Cartagena, Colombia. The cosmopolitan city is clean and has a historic Old Town to rival anything we've seen in Europe. Restaurants, taxis, provisions, and just about everything else of interest to cruisers is relatively inexpensive. And no, you won't be hassled when returning to the U.S. from Colombia. But yes, we were able to resist the temptation to send postcards to friends saying "Your order is in the mail".

Cartagena was the capital of the Spanish Main during the days of Spanish pillage and plunder in the Caribbean and South America. The massive fortifications of the old city, designed to protect the ill-gotten gains from other Europeans and buccaneers, are remarkably intact and provide a scenic backdrop to the modern city.

We anchored off the pier at Club Nautico in the Manga district of Cartagena's huge natural harbor. The first night we were awakened at midnight by Rick of Temroc pounding on our hull and shouting "Long Tall Sally, Long Tall Sally! We dashed up on deck to find Rick in his dinghy aside our boat — and the pier nowhere in sight.

"I don't know how far you folks planned on travelling tonight, but you've already covered about two miles," he said. And so we had. It seems the wind had shifted and our anchor had fallen off the shelf in front of the club before we could reset and — oh well, you get the picture. In any event, we'd dragged about 50 feet of chain and anchor in 80 feet of water until Rick finally caught up with us.

We departed Cartagena on May 1 for Fort Lauderdale via the Windward Passage. Richard and Kathy Smith from the South Beach YC were our crew. Approximately 30 miles offshore we were attacked by a swarm of killer bees that completely engulfed the aft half of Long Tall Sally. Richard swatted longer and harder than anyone, but eventually even he had to join us barricaded below deck. It was no picnic down there, as we all had to beat off the bees that had slipped through the ventilation slots in the companionway doors.

After about 30 minutes contemplating our fate, we came up with a plan of attack: exit



by the forward hatch, attach the hose to the deck washdown system, march aft and spray like crazy. It worked, and we washed hundreds of bees and bee bodies down the scuppers before the battle was over.

We were just one of several yachts that had problems with killer bees this winter. Spirit of Freedom was attacked coming into Golfito, and Nutshell was host to a swarm that succeeded in building an onboard nest for a couple of days.

We were especially happy to have Richard and Kathy aboard as crew when our autopilot failed later the same day and we were forced to hand-steer through boisterous seas for the seven days on the passage to Florida. 'Autopilot bashing' is a popular pastime among cruisers. "Mine won't steer worth a damn downwind!"; "My belt broke and the nearest replacement is in Papua New Guinea." That kind of thing. Well, we love our Seattle-made W.F. autopilot and we've bragged about it incessantly. When it was finally crippled by corrosion in the cable to the motor controller, the folks at W.F. were incredibly good about helping us troubleshoot and fix the problem. We did have to laugh, however, when they warned us against reinstalling the equipment in a wet environment. Don't these people go to sea?

We arrived in Lauderdale late at night, dead tired, and managed to wipe the GPS

LATITUDES



'LTS', on the Bay (spread), and one of her landfalls (inset), the volcano-wasted light at Horta.

and Loran antennas off the radar arch during a minor docking accident at the Pier 66 Marina. Thus began three intensive weeks of cleaning and repairs to get Long Tall Sally ready for our Atlantic crossing.

After much internal debate, Steve decided to have a blister job done so we could have Copperclad bottom paint applied. The stuff is not approved for use in California, but according to Foster's Marine, the guys who put it on in Florida, and numerous boat owners we've talked to, it lasts and lasts.

We hauled at Jones' Boatyard, which is located 5 miles inland from Biscayne Bay, which means you have to pass through or under five lift bridges and three fixed bridges. After carefully checking the specs on our draft and mast height above water, Steve determined we'd have no trouble reaching the boatyard. We soon discovered that his calculations were off just a bit.

We hit the bottom of the first bridge with our VHF and cellular phone antennas, breaking both of them off. Up until then we didn't even know we had a cellular phone antenna. We didn't take it too badly, figuring the antennas stuck up pretty high, so no wonder they got knocked off. Still confident in the boat specs and his calculations, Steve

continued upriver to more mayhem. It was at the next bridge that he managed to shear all the B&G wind instrumentation off the top of the mast. By the time we reached the 1-95 overpass, there was nothing much left on the top of the mast except the low-lying anchor and strobe lights. But you guessed it, Steve used the bottom of the bridge to scrape those off, too! It was precision work, because he managed to sheer them both off without striking the column. It was bad, but at least we hadn't lost the mast.

When you see how fast "shit happens", you begin to think twice about cruising without insurance. Although none of our accidents would have exceeded a typical deductible, we finally decided to get a quote for our Atlantic crossing and for the Med. Happily, an agent in Miami was able to get us coverage through Lloyds for less than half the price a San Francisco agent had quoted us for a year in Mexico and Central America. I think the difference was that our Miami agent is an ex-cruiser who was able to negotiate a lower premium by stressing our safety equipment and relative competence. (Naturally we didn't tell him about our skills in negotiating river bridges.) In any event, we're now covered if any big shit happens to

After the bottom was done, we launched Long Tall Sally, drove down the Miami River at low, low tide to keep from hitting any more bridges, and spent a couple of days at Miamarina reinstalling the masthead gear. Our friend and crew for the Atlantic passage was Martin Fay, a former Fort Lauderdale fire fighter. Martin was perfect for the necessary aerial repairs, and he willingly volunteered.

Our passage to Bermuda was slow and relatively uneventful. The big excitement was watching the new B&G masthead unit come loose from the mounting bracket to twist and dangle in the wind. When the seas calmed a little, Martin tried a trip aloft, but gave up at the second spreader. We were, however, fortunate enough to rescue the entire unit in Bermuda, but not before the sensor cable had chaffed through to bare wire.

We left Bermuda a few weeks behind the TransARC fleet. The usual strategy of "head north to 39° and then turn right" just didn't apply this year. Thanks to Herb VP9LM, a Bermuda Ham operator, we were given excellent up-to-the-minute weather forecasts every evening. Herb talked to each boat checking in on either SSB or Amateur bands. By staying between 36° and 39°N to avoid the worst of the mess to the north, we experienced just two days of force 9 gales.



The view of The Rock of Gibraltar from the deck of 'Beatrice D', another Tayana 55 that crossed the Atlantic this summer.

Tranquility, sailing to the north of us, took a severe knockdown. They were put so far over that their radar was swept off the mizzen mast, and shortly thereafter they lost their roller furling jib over the side.

We were later told by several

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TransARCers that the Navy weather briefing held the night before the rally stressed the importance of carrying as much extra fuel as possible. They had anticipated a slow, windless passage. We recommend that folks crossing the Atlantic pay more attention to Herb than to the Navy.

As we said in the beginning, we're now in Horta, and we think we have died and gone to heaven. Anyone contemplating a transAtlantic crossing should plan to spend time here. Unfortunately, the friends that joined us for the crossing were obligated to return to jobs and families, so Long Tall Sally had to push on to Gibraltar, which we reached on July 17, eight months out of San Francisco.

- steve & maureen 7/19/91

Readers — Because of all the reports about the drug cartels and violence, we Americans seem to have written off Cartagena as a place to visit. But as Steve and Maureen — and just about anybody else who has been there — will say, it's a great place. If you know anything about Cartagena's history, you know why it's so fortified. Robert Baal sacked the place back in 1543 just as the Spanish treasure fleet was ready to carry its booty back to Spain, and Martin Cote did the same just a few years later. In 1586, Sir Francis Drake worked an effective extortion gambit: he burned the city block by block until they paid his ransom. "When will it ever end?" the citizens surely asked.

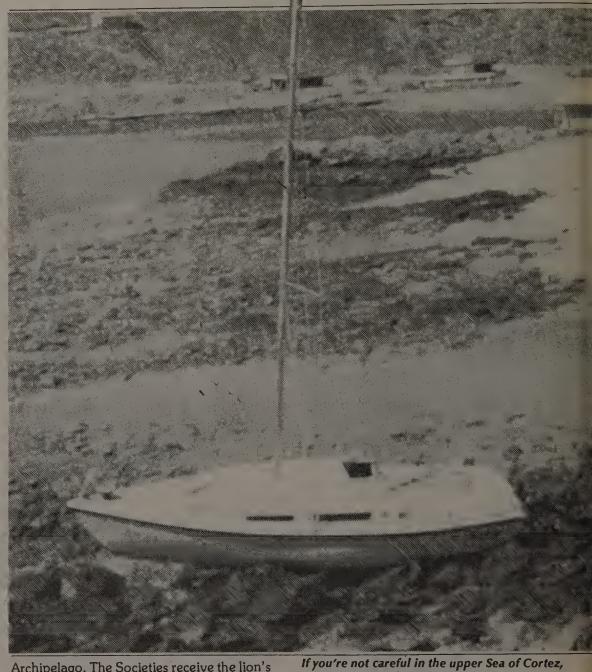
Not soon, as just 11 years later Baron de Pointis and his 9,000 buccaneers looted the city. Then there was the ceaseless sinking of ships in the harbor during the War of Jenkin's Ear — you remember that one from high school history — and Admíral Vernon's three-month siege.

For all these onslaughts, Cartagena is in remarkably good shape. The Clock Gate, cathedral, church of San Pedro Claver, the Plaza de la Aduana and the kinky Palace of the Inquisition are the most recommended.

Cartagena has two places for yachts to berth; the fancy Club de Pesca and the twice as funky but half as expensive Club Nautico.

Gizmo — Beneteau 42 Scott And Laurie Renne Papeete, Tahiti (Santa Cruz)

It seems that over the years I've read very little in Latitude on the Tuamotu



it will be your boat on the rocks, not your cocktail, come sundowner time.

Archipelago. The Societies receive the lion's share of the attention the cruising press gives to French Polynesia, but I hope to correct that imbalance a bit with this letter.

Based on our experience, the Tuamotus contain the finest of those things that incite most of us to chuck the empty security of cushy jobs and comfortable homes. It's unfortunate that these islands have also been labeled the 'Dangerous Archipelago', for this needlessly sets the stage for cruisers skimping on the time they set aside for these fantastic atolls. Some even avoid them altogether!

There are three basic dangers in the Tuamotus, none of which should alarm prudent skippers with well-equipped yachts:

- 1. The low elevation of the atolls, some of which 'tower' no more than six feet above sea level. Even with coco palms, this makes them difficult to spot much beyond eight miles in even the best of conditions.
 - 2. The passes into the lagoons.
 - 3. The coral heads inside the lagoons.

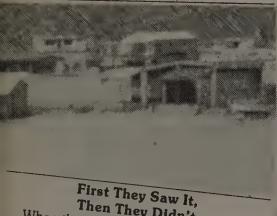
In order to deal with these hazards, yachties need good navigation practices. This is true most places, but the Tuamotus are especially unforgiving of sloppy work. A sailor's choice of navigational equipment

needs to be employed within the context of sound navigation practices. Furthermore, position fixing redundancy is a must, as we've met people who've experienced failures in all three of the primary navigation systems: GPS, SatNav and celestial.

(Having said this, GPS is wonderful. In addition to its well-publicized accuracy and continuous position fixing, it's a great tool for such non-passage-making activities as specifying the precise position of a favorite anchorage or getting range and bearing to another GPS-equipped boat at sea. While SatNav doesn't provide constant fixes, it continues to work well, with new fixes coming at an average of about every 90 minutes.)

Besides good navigation technique, yachties also need strong and reliable mechanical propulsion. We faced 7.5 knots of current flowing out of the 100 foot wide pass at Manihi. Even at full throttle, we crept through the narrow channel and barely punched through the standing rapids at the inner end. Insufficient power or an engine

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Then They Didn't

When the tide goes out at Puertecitos on the eastern shore of the Sea of Cortez, it really goes out. There's as much as 22 feet between high water and low water. To put this in perspective, you can be anchored in 11 feet of water at noon, and by 1800 the nearest water will be half a mile away!

Some helpful gringos in a panga tried to arn the skipper of the MacGregor 26 in this cture, but their advice fell on deaf ears. nce the tide left the boat high and dry, me locals shored her up to prevent any mage. As might be expected, they got no anks from the owner. That's just the way

Photo and information courtesy of Jim rinder, who has a home near the site of



failure almost certainly would have resulted in serious damage from the coral shelves that line both sides of the pass.

We found tide calculations to be useless for determining currents in the Tuamotu passes. After our experience at Manihi during what the calculations predicted would be slack water, we learned that the water level of the lagoon, elevated by high surf crashing on the reef surrounding the atoll, was the primary factor that dictated the direction and severity of the current. There is no substitute for eye-balling the pass when determining the conditions in the passes.

Sailors also need good charts and secondary publications to cruise the Tuamotus safely. We think the French charts are the best, as they offer beautifully detailed charts of all the atolls and their passes. Secondary publications like Charlie's Charts are essential for the detailed information you'll need to negotiate the passes and locate the anchorages. Although we carry the Sailing Directions, we find them lacking in the kind of information the cruisers require.

We also consider diving capability to be essential in this area. If you can't free dive to 50 feet and spend 30 seconds there, you need to get certified for scuba and proper scuba gear. We have broken free the anchors of six other vessels as well as our own as a result of being able to dive. If you can't free your own anchor you'll be dependent on others, thus limiting your freedom.

The payback for the extra skills and equipment comes in the form of trackless white beaches, spectacular diving in water amid hordes of colorful reef fish, ray and sharks, friendly locals, secluded anchorages where you can stake out your private motu (the small isles that make up the atoll), remarkable reef geology — in short, the classic South Seas paradise.

Diesel and gas are available on the larger atolls, but water is scarce since rainwater is the only source. Surprisingly, fresh fruit except coconuts and bananas - and vegetables are expensive and hard to find. New Zealand canned butter, dried milk and processed cheese are cheap and plentiful, but plan on paying double U.S. prices for everything else except bread and sugar.

Some notes on Papeete: In the last month there have been two violent strikes in which locals have attempted to shut down the city in a dispute over fuel taxes. Streets were barricaded with heavy equipment and there were violent confrontations with the authorities. Our crew member returned to the boat one evening to report he'd been tear-gassed. Hence our desire to clear Tahiti and return to the Tuamotus.

P.S. Our crew included our 14-month old Corrine and Ken Royal.

— scott & laurie 7/19/91

Readers — For those of you without an atlas in front of you, the Tuamotus are at the far end of the Mexico to Tahiti run, about 575 miles southwest of Taiohae Bay in the Marquesas and some 190 miles northeast of Papeete. There is no unobstructed straight course from the Marquesas to Tahiti. You have to weave through the Tuamotus which, as noted above, are hard to see and can be beset by strong currents. Historically it's been called the Dangerous Archipelago because so many ships have fallen prey to the limited visibility and strong currents. While not infallible, GPS reduces the risks dramatically.

There are 76 islands in the archipelago. only 46 of which are inhabited. The population is approximately 6,000. The most infamous of the atolls is Mururoa, which the French have used to test nuclear devices.

More popular among cruisers are Ahe, Manihi, and Rangiroa, all of which are almost in a direct line from the Marquesas to Tahiti. Stretched out over 1,000 miles, the middle and southwestern Tuamotus are rarely visited by yachties — or anyone else. If you want to really get away from it all, those are excellent candidates.

FellowShip — Yamaha 33 S. Andrew And F. Goodfellow **Christmas Island To Tonga** (Fortman Marina, Alameda)

We, Sally and Foster, are now about 4,400 miles from the Bay Area, near the Dateline (which is not a service for singles!) and 20 degrees south of the equator. The adventures continue and we're still having

Our May 1 arrival at Christmas Island, Republic of Kiribati, marked our one year 'cruising anniversary' and we celebrated with a special onboard dinner. I looked gorgeous; lips swollen from sunburn, goggle marks from snorkeling, and Gucci bags under my eyes from lack of sleep during our two-day passage from Fanning. Ain't cruising fun! I looked better the next day, after a night's sleep. The light winds and flat seas gave us a



Sally Andrew 'reaching out and touching' somebody via the ham radio on 'FellowShip'.

welcome comfortable anchorage in the open roadstead for the duration of our stay.

Large colonies of seabirds nest on several

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islets within the lagoon at Christmas, so the sight and sound of frigates, boobies and sooty terns soaring overhead and diving for fish were great. Our first day ashore we met Uriam — a policeman — feeding his pigs. He and his wife Teboima, a schoolteacher, taught us a lot about life on Kiribati, and we visited with them almost every day. One Saturday we had lunch at the home of a couple who worked for the government. To our surprise we were offered delicious omelettes in addition to the usual fare of rice, milkfish cakes, tinned meat, papaya and flies. Our surprise turned to horror when we discovered that in eating the omelettes we had consumed the unhatched embryos of sooty terns!

The most interesting man we have met in the islands is Father Gratien Bermond, a Catholic priest from the French Alps who has been in Kiribati for 30 years. Tri-lingual, he has great sympathy and much love for the Gilbertese and their way of life. He seems to have a good understanding of the politics and realities of island life and does not limit himself to parochial concerns. A typical Frenchmen, he loves good food and drink, so he grows his own vegetables and cooks his own gourmet meals. Foster had a marvelous lunch with him and returned to the boat with fresh baby tomatoes and scrumptious land crab! Overwhelmed by his generosity, we reciprocated with the treasured bottle of French champagne we



With the South Pacific diet lacking variety, Foster gnaws on the VHF mike.

had been saving for the equator. We decided that Neptune, the old lush, would be happy enough with a California cabernet.

Our only problem while anchored at Christmas is almost unmentionable: our head began to stink. Bleach, vinegar, muriatic acid — nothing would get rid of the smell. And it kept getting worse! We were mystified until the galley saltwater pump stopped working. When Foster disassembled the unit, he found several tiny yellow fish swimming inside the hosing, and another one squashed up and dead! Poor guys. But poor us, too! The fish, attracted to our thruhull fittings, had been sucked up into the bowl each time we pumped. Getting stuck in increasing numbers, they'd die in increasing numbers, and the boat would stink more than ever. We couldn't get the smell out of the head until we were halfway to the Northern Cooks!

Otherwise our passage to Penrhyn was uneventful, with light winds and flat seas. Very little motion on the ocean, as it were. We nonetheless found the equator and toasted old Neptune as we slowly sailed past that imaginary line around the globe's midsection. Our GPS confirmed the instant of our crossing down to three decimal points. The following night several dolphins appeared and we felt them unsnag something that must have been caught around our keel — perhaps the equator itself. Anyway, we finally picked up a little speed and the dolphins soon began to gambol in our bow wave. They looked like glowing torpedoes in the dark.

Moonsets south of the equator at this time of year are pretty unique. A quarter moon is vertically rather than horizontally oriented, so it appears as an illuminated 'smile' up in the sky. Consequently, as it sets, the two 'horns' separate into golden torches, and seem to flicker as they simultaneously sink below the horizon. It's pretty neat!

We were the second boat to visit Penrhyn this year and Henry Ford, the Customs man — not to be confused with the inventor of the production line — welcomed us. He told Foster there was "some flu" on the island, but didn't say we shouldn't go ashore. So after we finished checking in, we pumped up the dinghy and headed for the beach to explore. It was odd, but we found half the population on their backs. We had tea with a healthylooking family before setting off through the bush for a hike to the beach. The next day, when Bob and Candace on the Seattle-based Baba 40 Baba BarAnn checked in, they were told that there had been an outbreak of dengue fever!



All of us were upset when we compared notes, since each illness requires vastly different prophylactic measures — and if it was dengue, our excursion through the mosquito-infested bush was probably the stupidest thing we could have done. Pacific Ruby, a mercy ship from New Zealand with several doctors aboard, arrived that weekend and confirmed an epidemic of dengue fever, which is a malaria-like disease that can cause hemorrhaging and death. We sadly weighed anchor. The island and the lagoon were very beautiful and we promised a return visit.

I love passagemaking, so back at sea we found our sealegs and fell back into our routine. Four days later we sailed by Suwarrow (Suvarov) Island, the former "island home" of New Zealand hermit Tom Neale. We sailed to within half a mile, toasted landfalls, but resisted the urge to stop. The temptation of eight hours of uninterrupted sleep was strong, but we were anxious to get to Tonga. We were also worried about jeopardizing our pratique, since we heard via the radio that Niue was quarantining all vessels arriving from the Cooks. Besides, the sailing conditions were

COURTESY FELLOWSHIP

'FellowShip' has come — and gone — a long way since loaded on a trailer in Alameda and shipped to Seattle.

ideal, so we kept going.

States of mind and sea are always temporary, so we weren't surprised when two days later we encountered high winds and boisterous seas. The seas whipped themselves into a fury in a matter of hours. getting much higher than the wind conditions would seem to justify. With a 15-foot swell and winds to 35 with higher gusts, we scooted along at close to seven knots under a triple-reefed mainsail. Lots of uninvited water came aboard and damaged our leecloths. The intermittent rain and squalls, common to the Intertropical Convergence Zone between Tonga and Samoa, obscured our vision and we finally closed up the boat and stayed below, venturing on deck only to check the horizon or adjust our course. But the heat, noise and movement were oppressive down below. Finally we dropped all sail and ran through the night at four knots under bare poles! We made landfall in the morning, having been lucky not to overshoot the cliffs of Port Refugio. With the

rain, cool temperatures and fjord-like harbor entrance, our landfall reminded us of the Pacific Northwest — only wetter!

Checking in at Neiafu, on the island of Vava'u, was easy. While tied up to the Customs' wharf, a schoolboy introduced himself. Between visits from Customs, Agriculture and Immigration, he escorted us to the bank and the propane depot. Neiafu has most services — post office, bank, hotels, market, cold beer, ice cream — even a good haul-out facility at Don Coleman's and canvas repair aboard Jakaranda. But marine parts are in very short supply.

The nicest thing about Tonga was meeting up with old neighbors like SSCAers Jim and Ann Cate of Insatiable and Stu and Ann Yellin of Annie's Song. We were all berthed together in Alameda three years ago, but Foster and I got left behind when they both took off for Mexico and French Polynesia in 1988. We enjoyed sharing more than a few cups of coffee and reading Insatiable's copies of Latitude 38.

And now I'll tell you the Tale of the Eight Cabbages, which illustrates how fast news travels in Tonga.

IN LATITUDES

On the main street of Neiafu, Foster and I ran into Jim and Ann Cate, who had in their possession a head of cabbage. No big deal? Wrong! Fresh cabbages and other pa'alangi foods like carrots and corn are rare in this land of kava and coconuts. Ann passed the tip that there were still a few cabbages left at the BP. We rushed over and bought one, which meant there were only about half a dozen left. A short while later, by the dinghy dock, Maki of Apolima saw my cabbage and begged, "Please tell me where you found that." Soon she rushed off to the BP. Back on FellowShip we flipped on the VHF and within five minutes heard Apolima call Jakaranda, and Insatiable call Annie's Song. Cabbages, cabbages, the VHF was all abuzz with news about cabbages. By now the word was out. Dinghies from every corner of the harbor roared to life. Soon the only sign of life in Neiafu Harbor was a thin line of blue outboard motor haze slowly rising into the atmosphere in the vicinity of the BP; and only minutes after that, all of the original eight cabbages were gone.

Three weeks later you could have substituted "\$24 chunk of cheese" for cabbages in the above story and you'd have a reasonably accurate account of a repeat performance, albeit with different players! In other words, don't come to the South Pacific thinking you're going to find Safeway and 'Lucky stores at every island.

The Moorings has a charter operation here in Vava'u, and it's easy to understand why. All the anchorages are protected and the sailing is wonderful: flat water, steady



White cabbage, red cabbage, it makes no difference, 'pa'alangi' foods are coveted throughout most of the South Pacific.

winds, easy navigation and changing vistas that seem more beautiful with each tack. Consequently, Vava'u gets high marks as a

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great place to charter or cruise. And the caves are incredible. Mariner's Cove cave can only be reached by free diving through an underwater passage, while Swallows Cave can be entered by dinghy. Both have cathedral-like chambers that light up in many tones of blue and green as the sun sinks lower in the sky. We visited both caves with Dave Fullerton of San Mateo and his friend, who were chartering a Moorings boat with the unbelievable name of Noname. Dave keeps his own boat, a Ranger 22, at South Beach in San Francisco. His Basil Fawlty (John Cleese / Fawlty Towers) imitation had us in stitches.

Vava'u is the land of 'cruise by the numbers', courtesy of The Moorings' guide book. A typical VHF conversation sounds like this: "Hi, how are you? We're still in #6 but are heading to #21 for lunch. Tonight we're planning to anchor at #11 to see what's cooking. But if the wind pipes up we'll anchor at #16."

"Yeah, well we stayed for the Tongan feast at #10 last night, but we're off to #30 today to do some hiking. Perhaps we can meet at #15 on Friday and do Mariners Cave together."

"Roger, sounds good. See you at #15."

Bay Area boats sighted in Tonga include Midnight Sun, Southern Comfort, Finntastic, Kite, Azura, Antares, Hayes, Star Dancer and Saracen.

We will soon be southbound for the Ha'apai group and Nuku'alofa. September should find us in Fiji, where we hope to enjoy some of the best Indian food in the South Pacific at the Hare Krishna vegetarian restaurant. I can hardly wait!

- sally andrew 7/22/91

Gryphon — Fisher 37 Thomas Goyne 37°54'N 157°48'W (N/A)

It's our 10th day north on the passage from Hawaii to Alaska, and it's been a slow one. The Pacific High has dogged us most of the way, so that we feel lucky to have made 85 miles upwind today. Tomorrow, though, is the big celebration day as we'll reach the 1,000-mile mark and nearly simultaneously cross latitude 38. Thus I was reminded to send off this letter.

Our month in Hawaii was a grand month, made special by the unexpectedness of it. Our vision of the Islands, before we got there, was based primarily on an article in



Latitude of a few years ago entitled, Hawaii: Cruising Paradise? Or Cruising Hell? It portrayed an image of crowded, dirty and rolly anchorages, and lots of bureaucratic hassles. We had, therefore, planned to stop over at Hawaii on our trip from Puerto Vallarta to Sitka only long enough to reprovision and take care of some sail repairs. That was a mistake.

Twenty-six days out of Puerto Vallarta, we landed at Hilo and found a space to stern-tie at the quay of this very comfortable little harbor. The first Hawaiians we met were bureaucrats, the Customs and Agriculture officials. Agriculture informed us that they had to confiscate all citrus fruits (as well as some other things). Since we had stocked up on those delicious Mexican limes in Puerto Vallarta (a gin & tonic without one is inconceivable), this was a real disappointment. But the official said not to worry, he would help us squeeze all of them into Mason jars. His liberal interpretation of the law was that he only had to confiscate the fruit, not the juice. Meanwhile, the customs officials was telling us in great detail where the best and cheapest restaurants were, and was giving us advice on sights to

Some sailors love Hawaii. Hanalei Bay (spread) is the favorite anchorage. Others, like Jim Antrim (inset), flip over the strong winds and big waves.

see. Only after a good half-hour of help and advice did they reluctantly remind us that some paperwork needed to be done, too.

This was typical. On every island the people were friendly and helpful, there were no bureaucratic hassles, our anchorages were pleasant and comfortable, and, contrary to the author of the Cruising Hell article, we thoroughly enjoyed ourselves. Our stops included Black Manele on Lanai (good snorkeling, great beach, cozy harbor and real down-home folks), Honolua Bay on Maui (good snorkeling, secluded location, good dinghy landing for a real jungle walk), Waikolu Bay on the windward side of Molokai (totally isolated with stark beauty rivaled only by Cook's Bay on Moorea . . . truly enchanting), the Ala Wai Marina on Waikiki (friendly for a big city, secure and close to everything), and finally Hanalei Bay on Kauai (gorgeous, just gorgeous). As months go, the one we spent in Hawaii was a great one.

It's true that there are a limited number of anchorages in the Islands, and that the

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officials there are very protective of them and want them to be of most use to the locals. This leads to contradictory requirements—launching ramps and picnic tables versus temporary tie-ups and showers—and, of course, rules and regulations. The alternative of trashed out and polluted anchorages, or of no anchorages and overpriced marinas seems much less desirable. All in all, they balance things out pretty well. Hawaii is a great place for us cruisers; people should not pass it up.

Just a few hours ago we passed within sighting distance of a Russian cargo vessel. We called them on VHF 16 to say 'good morning' and to ask for a satellite fix confirming our sun sights. The captain came on and asked us if we needed any additional assistance. We replied 'no', saying we were just find. Nonetheless, he then offered to launch a lifeboat to bring us fuel, water or food. Although we declined, we were sorely tempted: it would have been a great way to meet a bunch of Russians. Two days ago, a Saudi tanker offered similar assistance with the same enthusiasm. Just goes to show that maritime courtesy among the commerical skippers of the world is not dead.

- thomas 7/12/91

Thomas — Good things happen to people with good attitudes, and you seem to have a great one. We sure appreciate your letter, because it does present Hawaii in the best possible light.

Our two cents worth about Hawaii is this: It's one of most diversely beautiful places in the world, and it's got a unique polyglot culture that thankfully insists on doing things its own way. The sailing is excellent for those with good boats willing to enjoy potentially very boisterous conditions.

The anchorages . . . we don't if we can agree with you Thomas. Hilo's got that great fish market, super banyan trees, and it's not far to the volcano, but geez, the only place to tie-up is in the back corner of the container port at Radio Bay. That's not even going to make our list of Top 100 anchorages. Black Manele, Honolua Bay and Waikolu are all terrific and we think that Honolulu is about as enjoyable as a big city can be. Hanalei Bay is magnificent when it isn't raining, unfortunately it usually is.

We certainly wouldn't pass Hawaii up, but we'd be remiss to let sailors cross such a big ocean under the delusion they're about to arrive at cruising heaven. Hawaii isn't cruising hell, but for the average cruiser, it's a long way from cruising heaven. What's everybody else think?

Dimsan — Slocum 37 Steve & Sally Seehafer Delta Yawn (Marina Village)

It was first light in the Delta, five-ish, when Sally peered out the forward porthole and said, "I don't remember those reeds being quite that close before." I attributed her words to sleep-filled astigmatism but, prudently, decided to pull on my shorts to investigate topsides. My inspection revealed a major reed infestation on our starboard side.

I could only stand there dumb-founded. How could this have happened? The night before we had anchored bow to the bank with a substantial Bruce, complete with all-chain rode, backed out and dropped an equally beefy plow astern with a 3/4-inch line.

Now when I tugged on the stern anchor, I could only imagine the muddy furrow being plowed beneath the murky water as the anchor returned to my disbelieving hands.

The stern anchor had dragged during the evening tidal change — we were aground!

I dashed to the engine control panel and fired up the Perkins, released the electric windlass (so as we backed the chain would just pay out) and raced off in reverse. No way! The only result was a jacuzzi effect among the reeds from the prop wash. We then released the mainsail boom, swung it to starboard, and I dangled my 270 pounds at its end. Sally then raced the engine in reverse. No way, Part II! Our jacuzzi returned, our anxiety increased. It was now 0600 and the tide still had four more hours to retreat.

With visions of Humphrey Bogart dragging the African Queen through leechinfested waters, I slipped over the side. For me, the water vapor rising through dawn's first rays isn't a real invitation for an early morning swim, but the temperature was tolerable, especially with the amount of adrenaline pumping through my body. I positioned myself at the bow, in chest-deep water, and pushed until my lower body cavity promised revenge. Sally's simultaneous diesel jacuzzi did little to soothe my disposition and even less for our mired keel.

Sally launched our inflatable, rowed the aforementioned plow anchor to deeper water astern, and dropped it in. I tugged it until it bit, then attached the rode to the jib sheet winch. But instead of nudging Dimsan, I dragged the anchor through the mud again. Sally then rowed forward, retrieved the Bruce, and tried to take it to deeper water. But the weight of the all-chain rode limited her travel to approximately 15 feet — where there was now considerably less water than when we started. Things were becoming tense!

When things get tense, we have no other alternative — we have coffee. Sally went below and héated some water so we could prepare one of the few last legal rushes still permitted by the federal government. Meanwhile I stared at that lying tide table; three more hours of ebb!

We cradled our cups of Lady Lee special Ethiopian blend in our hands as we sat upon our rising starboard rail, listening to the below-deck stowables rallying against our increasing list. This gave us time for a few reflections. Just where is this God of the first-time anchor-outs? This merciful God that permits novice seaman grievous errors and because of His extreme admiration of sailors,

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pulls Jonahs from whales and provides mountain-tops for arks? Would a small tidal change be to much to ask?

"Do you need some help?" God asked. God was about 200 yards off our initial starboard location in what looked like a four-story floating condo.

"I think I'm beyond help," I whimpered. (God likes the meek. Besides, I genuinely felt meek.)

"There's still two hours of ebb and I've got 700 horsepower," God decreed. So let it be written.

We were busy during the eternity it took God to up anchor and join us. We removed the plow anchor from the line and stowed it. We tied the mid-section of the anchor line to our mast and brought both ends aft around our jib sheet winches — I hoped this would prevent having to run for cover from deckcrossing lines if God got a bit careless. Saily retrieved the Bruce as I 'push-buttoned' the chain aboard.

She threw the bitter ends to Mrs. God, Who secured them to Their aft cleats. I resumed my mainsail counterbalance position, this time on port. Sally threw Dimsan's diesel into impulse reverse as He put His dual 700s into warp drive.

It took about eight seconds! The decks were level again, the fathometer read eight, and we were under way. I was born again! There was no more emergency; we were safe. It was the big 'O'; I wanted to have His baby. With only a smile and a wave, God cast off our lines and headed out for open

We caught up with Them in mid-channel and offered everything we could think of: money, dinner, our first born . . . but They would take nothing. His obvious reluctance to exchange surnames led us to suspect that we were probably intruding into Divine Indiscretion, with anonymity being best for all. Oh well, judge not lest ye be judged.

Later that morning we motored to Mandeville. After we anchored, we set our alarm clock so we could witness all the tidal changes, then toasted our salvation repeatedly with the sacramental "wine-inthe-box" before a fatho that showed nothing less than 30 feet.

Thank you God. We are indebted more than you realize! Your unsolicited, unselfish assistance will always provide us with inspiration to do likewise. We will also check our anchor settings more frequently. Amen!

— steve 9/8/91

Magic Moon — Offshore 40 Doug And Nicki Swenson Donegan Bahia Ballena, Costa Rica (Santa Rosa)

Magic Moon, with Capt. Doug and Ship's Doctor / Waste Management Officer / Pilot Nicki, left San Diego in February with the last of the Class of '91 bound for Costa Rica. After a quick transit through Mexico and a wonderful visit in Manzanillo with our friends Melanie Dreisbach and Richard Schain of Oakland, we arrived in Bahia Santa Elena, Costa Rica on May 2.

Having carefully prepared for - and



'Magic Moon' anchored in the calm waters of Costa Rica after getting pasted by a Papagayo.

water. "Hey, wait a minute!!! Don't we have to tithe, say Hail Mary, or do some sort of penance?" But They were already gone.

dutifully worried about — the dangers and winds of the Gulf of Tehauntepec, our crossing was uneventful. The Papagayos, however, did their best to shake our complacency by blasting us with heavy rain squalls, lightning and 30 knot winds on the





Eclipse-watchers in Costa Rica saw stars.

nose for 20 hours. And we were the lucky ones.

We transited Central America with Mike and Christy on Destiny, staying 15 miles offshore until the Gulf of Fonseca where we closed to about five miles offshore to avoid unfavorable currents and to reduce the effects of the Papagayos. This worked well and allowed us to make our landfall at the northernmost anchorage in Costa Rica, Bahia Santa Elena. It's a large, breezy bay with a mangrove jungle river to explore. The boats that had stayed too far offshore were unable to close on Santa Elena due to high winds and unfavorable currents, and thus needed to continue on for another eight hours, tired and worn out, to Playa del Coco.

With its friendly, happy people and verdant beauty, Costa Rica has been a breath of fresh air! After the dirt, dust, grime and heat of Mexico, we welcomed the rainy season in Playa del Coco (three days earlier than predicted by Maury Gladson, the resident yacht greeter and nautical sage.) This was the first anchorage in Costa Rica where yachties could meet each other,

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Nicki's "old man" has her smiling. Her new, beard-less 'stranger' makes her blush.

socializing at either the restaurant at the head of the pier or at Maury's house. It was necessary to make beach landings through the surf, which weren't too difficult, although re-entries were sometimes tricky and often wet. Those with dinghy wheels were the envy of those of us without, as dragging dinks up past the high tide line was no easy chore. Sad to say, but theft is a problem at Playa del Coco, so hauling dinks out of the water and locking them is a must at night.

It's also important to check in with the Port Captain immediately upon arrival—otherwise he will stop you in town. The Port Captain, along with Customs and Immigration, will want to come to your boat to do the necessary paperwork. The officials were friendly and it's a simple process. But since Costa Rica is strict about the maximum amount of time they'll let a boat stay here, they will ask for your engine serial number in order to register the vessel.

Within an hour of Playa del Coco is an exceptionally nice anchorage, Bahia

Culebra. This sheltered and well-protected bay is beautiful, with howler monkeys in the trees, and rays and other sea critters on the bottom. The unusually clear water allows you to see your anchor on the bottom. Just around the point is Isla Huevos, another interesting spot whose main attraction is a mangrove river winding through a noisy jungle — a real African Queen sort of experience.

After exploring this area for a few weeks, we moved to Bahia Potrero, better known as the Flamingo, where we concentrated on power-lounging at the local hotels. Our coconspirators were Bob and Laurie of Endless Weekend and Val and Greg of Grimsby. It was here at the Flamingo that Doug, on impulse and not without some considerable risk, decided to shave his 15-year old beard and let me see his face for the first time! It made him look so much younger and more handsome that I stared at him constantly—and blushed each time this 'new man' looked at me with a twinkle in his eye!

Later we took a bus inland to Santa Cruz with Jim and Shelley McLeod and trekked to Brasilito (beautiful, but not a recommended

hike at low tide). After several more decadent days at the pool, we left on an overnight passage to Bahia Ballena with Cathy and Roger of *Chariot*.

It was a busy coast, as we experienced an adverse current, miles of gill nets in our path, floating logs and trees, and a lightning storm with zero visibility. We were thus delighted to arrived in Bahia Ballena, where we were greeted by 12 boats along with Brian, Scruffy and Julian from the Bahia Ballena YC. With easy provisioning, great hospitality, and free rides to the Tango Mar Resort for swimming, horseback riding, as well as friendly service from Anival's store in Tambor, it's not surprising that this was the place to be for the 4th of July Pig Roast and Solar Eclipse activities.

Before it was over the anchorage swelled to 26 boats, and our guests John and Robin Bousha of Avocet arrived from Redondo Beach to share the Fourth's blind-fold dinghy races, softball games and pig roast. Our daughter Kris Sontag of Santa Rosa arrived in time for the solar eclipse at Tango Mar, as well as the dance at the BBYC and the horseback ride from the beach to the waterfalls at Montezuma.

Viewing the eclipse from the beach at Tango Mar was not only an awe-inspiring experience, but entertaining as well. People used a variety of safe ways to watch the eclipse including looking through a telescope projector provided by Bill and Bev of Mad Hatter. As totality was reached and the maximum darkness achieved, stars emerged, town lights came on, and the photosensitive switches turned boat anchor lights on. The crowd on the beach applauded the spectacle and buzzed with excitement. It was truly a thrill for the crew of Magic Moon to stand in the shadow of the moon on a beautiful, white sand beach in Costa Rica.

— nicki 7/11/91

Northern Lights — Passport 47 Andre and Barbara Klein Darwin, Australia (San Francisco)

We are Northern Lights, a Passport 47 designed by Bob Perry. We departed San Francisco on October 1, 1988 and headed west; we don't expect to pass under the Golden Gate again for approximately six years.

Presently we are at the 'top end' of Australia, working furlously to get ready for the 15th annual Darwin to Ambon Race,

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which gets underway on July 20. Over 60 boats representing eight countries are entered this year, and the Darwin Sailing Club is reeling a bit under the task of hosting so many people for the pre-race activities.

But we should really start at the beginning of our Australian adventure. We entered Australia at Bundaberg on October 28. After a short stay in that wonderful little town and a quick trip home — we moved the boat south to Mooloolaba to have her hauled for the first time since 1988. After personally investigating a number of yards, we decided on Lawrie's Marina — a decision that turned out to be most fortuitous. We not only planned on a complete bottom job, including the repair of a couple of hundred small blisters, but also to make Northern Lights a Passport 49 by adding 30 inches to her stern in the form of a scoop and swim step. The job would take seven weeks, during which time we resided in a motel about 100 feet away from the yard.

The yard is run by Charlie Miller, who is also the best Travel Lift operator — bar none - that I have ever seen. Prior to hauling, I spoke to the yard staff about the stern modifications we wanted. They told us they had another boat about to undergo major repairs and couldn't do the job themselves, but assured us they could find someone else to take care of it. This person turned out to be a local boatbuilder by the name of John Fowles, a guy who also owns and runs a chandlery called The Yacht Spot. John brought in a young shipwright named Jason Lawrie (no relation to the yard), and we all discussed the best way to proceed. Initially we thought about using a foam core, but John and Jason suggested cedar strip, a method locally favored for building light but strong boats. Jason showed up the next day with a small trailer loaded with tools; one look at this array dispelled any fears we had of letting a stranger take a grinder to the stern of Northern Lights.

Despite being warned against it, we agreed to have the work done on an hourly basis. The rationale was that it was the rainy season, and a fixed price quotation would have had to include a certain amount of 'protection' for the contractor. Well, Jason finished the stern while Steve and Ray prepared the boat for a new LPU paint job. In the meantime, I kept busy working on the bottom.

Earlier I'd asked Steve how he wanted to be paid: daily, weekly — whatever. "Mate,"



he said, "when the job is done and you're happy with it, that's when you pay us." I kept pretty close track of hours worked by different people and never once received a bill that didn't show substantially less time then I had recorded. When these guys took a ten minute break, they didn't charge for it. And even though they worked well beyond normal quitting time — once well into the night requiring that some lights be set up — there never once was a mention of overtime.

Two other examples of the trusting Australian attitude were exhibited by Betsy and Doug of Dolphin Marine, the chandlery near the yard, and Cheryl and Rob of Sunshine Marine Coatings. They happily ran accounts for us and weren't particularly concerned about when they got paid, although Doug did offer a discount if we settled up our bill within 15 days of receiving it. And if they didn't have an item, they did their best to get it for us at the right price. I can't recommend Lawrie's highly enough for anyone contemplating anything from a bottom paint job to a major refit.

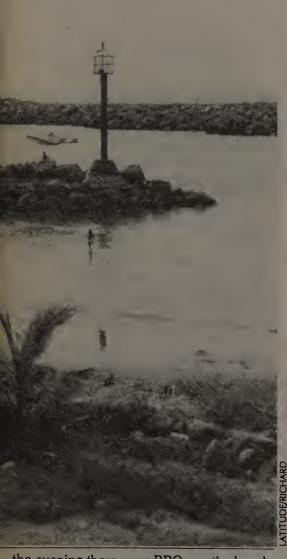
We left Mooloolaba on May 6 with the goal of arriving in Darwin the first week in July. It seemed like plenty of time but, as we were trying to daysail most of it, it took every bit of the two months we'd allotted. Australia is just a big country with a very long coastline.

While somewhat rundown, the prices are right at Nuevo Vallarta, Mexico. It's therefore a huge favorite with cruisers on budgets.

We negotiated the Torres Straits without incident and set out across the Gulf of Carpenteria. The wind never did blow more than about five knots and we were forced to motor extensively during the 350-mile trip. The use of fuel did force a stop in Gove, a mining town the western side of the Gulf. Deciding to go there was one of the better moves we made while in Australia. As we were entrants in the Darwin-Ambon Race, we had received a flyer from the Gove YC about an organized cruise for the 500 miles from Gove to Darwin. We originally decided to skip it and go straight to Darwin, but then changed our minds. Well, for a \$20 entry fee we and 18 other boats hit the jackpot! For a week before the cruise began the Gove YC scheduled a variety of events to entertain entrants. The club serves good food at very reasonable prices and the facilities for cruisers are first class — given the fact that Gove only has 4,500 inhabitants and is in the middle of nowhere. The people are great, however, and everything was well organized.

The cruise itself was set up as a series of daysails with one or two overnights, depending on how one chose to do the last leg. A few of the legs were billed as races, but no one took these things very seriously. In

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the evening there were BBQs on the beach, a radio quiz each day, a biggest fish caught that day contest, and even a Crocodile Dundee night where some great imagination was displayed with regard to costumes.

The yacht club had done an outstanding job of lining up sponsors, one of which turned out to be a brewery and the other a liquor distributor. That coup insured that it would not be a dry cruise, and wine, champagne, and beer were dispersed along the way. Ten days after the start, the fleet straggled into Darwin Harbor and anchored in front of the Sailing Club at Fannie Bay.

If any Latitude readers are planning to 'go over the top', we suggest they contact the Gove YC at Box 1597, Nhulunbuy, Northern Territories 0881, or phone (089) 871172 to inquire about this event. Given the enthusiastic response to this year's doings, it's likely that another will be organized for next year. It will, in our opinion, be the best value cruisers will be able to find in Australia — by double.

The anchorage at the Darwin Sailing Club has to be one of the world's worst for anything but a cat or tri. The tidal range last night was 23 feet and the bottom has a very gradual slope. Our 7-foot draft required that we anchor one mile off, and even then we had less than a foot of water under the keel at extreme low tides. To make our life even

more miserable, if you land ashore at high tide and return at low tide, you could end up having to drag your dinghy about a quarter of a mile before it can float. The club does provides dollies to aid in transporting the dinghy, but it's still hard work.

Anyway, we're looking forward to Indonesia and will let you know how we fare in the race — although we are not a 'serious' entry. Given the cruiser's motto: "Don't bother to agree with me, I've already changed my mind", we might even end up in Bali instead of Ambon if the winds blow that way.

- andre & barbara 7/91

Cruise Notes:

Standby for fun! Latitude's Mexico Only Crew List Party will be held October 2 (not October 3 as previously mentioned) 1800 to 2100 at the Sausalito Cruising Club, Foot of Napa Street, in Sausalito. If you're headed south, want to head south, or like to rub shoulders with cruisers, be sure to be there. For further details and Mexico Only Crew List forms, see this month's Sightings.

October, of course, is the month for most of the cruiser kick-off parties and other activities. Here's a rundown.

October 5, Safety At Sea Seminar, at Fort Mason in San Francisco. This day-long series of lectures and demonstrations is sponsored/hosted by everybody from the Cruising Club of America to West Marine Products. There is a charge of \$45 (\$40 if you pre-register). Call 775-8779 for more information.

October 20, Minney's Ship Chandlery in Newport Beach will be holding their annual Marine Swap Meet and Cruisers Party. These are separate events; the Swap Meet starts at 0600, the Cruisers' Party in the early afternoon. There is no charge for either, but reservations are required. Call (714) 224-2733.

October 19 — 21, the Catalina Cruisers' Weekend at the Isthmus. This one is put together by Doug and Jamie Owen, who sailed out the Estuary a few years back and have made it as far as Panama. The weekend features a margarita party, a Marine Swap Meet, a Ham radio class with same day novice licensing, a Lifesling demonstration at sea and a dinner party followed by a slide presentation by the Owens. There are charges for aspects of this event, so call (213) 510-2683 for information and reservations.

October 26, Pacific Marine Supply's Original Cruisers' Kick-Off Party in San Diego. This is the one that started them all, and at one time had as many as 1,200 people attending. The police thought that was a little much, so now the party is by reservation, and only for people who are cruising south this year. Expect some 500 people and about \$1,500 in prizes and gifts. Call (619) 223-7194 for information and reservations.

But let's not forget November 3's Cruisers' Pot-Luck sponsored by Downwind Marine of San Diego. You bring a dish and Downwind will bring the burgers and dogs for an afternoon picnic on the grass at Shelter Island. It's casual, outdoors and fun. Call (619) 224-2733 for more information.

One of the most adventurous — and eccentric — sailors of the last 25 years, 66-year old **Peter Tangvald**, died the evening of July 22 along with his eight-year old daughter Carmen, when his engineless 49-foot gaff cutter rammed the windward coast of Bonaire. Tangvald's 15-year old son, Thomas, who was being towed behind his father's **L'Artemis de Pytheas** in a smaller sailboat, awoke in time to save himself.

Death has been a longtime sailing companion of Tangvald. The U.S. citizen raised in France the son of Norwegian



Peter and 8-year old Carmen Tangveld, dead as a result of ramming the windward shore of Bonaire in the middle of the night.

parents, had already lost two wives at sea. Thirteen years ago Lydia, Thomas' mother, was murdered at sea by pirates in Southeast

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Asia; Tangvald and two-year old Thomas survived the attack. Then Carmen's mother, a Chinese woman Tangveld had met at the Salvation Army nursery in Brunei, fell overboard and drowned while hanging laundry to dry on the lifelines.

It's not clear why L'Artem's piled on to Bonaire, but it is known that Tangveld had a heart condition. The unconventional sailor had built his 49-foot gaff cutter in French Guyana in 1967 and had subsequently sailed wherever the wind and his spirit carried him. He is known to many sailors through his book Sea Gypsy, which was published in the late 60s. His autobiography, At Any Cost, is being published by Cruising Guide Publications will be released in October.

Bad news from Venezuela for thrift freaks, where monthly gas price increases will double the cost of gasoline all the way to 56 cents a gallon by December of 1992. It's that terrible! It was just two years ago that diesel was selling for between four and eight cents a gallon. As a result of the recent announcement, 1,000,000 transport workers went on strike throughout the country. Last time there was a dramatic rise in fuel and food prices, riots and protests left 300 dead.

Where else is diesel cheap? It's only 51

cents/gallon in Gibraltar, for reasons we'd like someone to explain to us.

If you're Mike Homsony, the one sailing an H-28 ketch out of Wilmington and most recently writing letters to Latitude from Hawaii, Bill Forrest of Glendale wants you to call him at (213) 305-8146. He identifies himself as "an old friend".

Tragedy struck the Europa '92 Around the World Rally during the 3,000-mile Galapagos to Marquesas leg earlier this year when Panu Harjula was lost overboard off Cacadu, an entry from Finland. Harjula was struck in the head by the main boom after it gibed over, breaking the preventer, during a squall. Despite a 24-hour search by Cacadu and 11 other boats, his body was not recovered.

How much have things thanged in Russia? Yeah, there was a failed coup, but the big news is the opening of a 100-berth marina, for visiting yachtsmen, near the center of Leningrad. Fuel, water, and electricity are available, and there is a sail loft, showers, repair yard and restaurant. There's also a free anchorage — something rapidly disappearing in what was once our "land of the free" — near Petrovsky Island.

Climatologists agree that a new El Niño, during which winds switch their normal direction to push warm water, which fosters storms, to South America rather than Asia, has been developing. Right now it's weak, but if it strengthens it could have all kinds of serious consequences. During the last big El Niño, Marin County had its greatest rainfall — and flooding — in hundreds of years, and Southern California coastal property took a multi-billion dollar pasting. Of greater interest to sailors, the last El Niño brought the first hurricanes to French Polynesia in 75 years. On the positive side, an El Niño should have a moderating effect on Atlantic hurricanes. Two of the most powerful and destructive in history, Hugo and Gilbert, ravaged parts of the Caribbean and the East Coast of the United States in '88 and '89.

Folks planning on sailing to French Polynesia next spring should be monitoring the strength of the El Niño in the next two or three months. If it becomes a strong one, there is reason to be cautious about a planned trip to the Marquesas, Tuamotus and Tahiti. We'll try to keep you posted.



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager

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It's 0600, gotta write this ad and then I'm out of here. Taking my little schooner albacore fishing for a week. This so-called recession has been great for my business. You guys are shopping closer and trying to stretch your dollars, more and more of you are discovering my little store and the unbelievable stock I have on hand and our EXTREMELY LOW prices. The slow economy is forcing many boat owners and marine businesses to cash out marine gear and equipment. I'm buying, and buying at very low prices because I know you need the gear I'm stockpiling. Some of my best buys are: 200' 5/8" braided anchor rodes, nylon core, polyester skin about 8000 lb. test with thimbles spliced at both ends. A \$300.00 value for \$79 - 150' rodes same as above only \$59.00 - Still have about 80 of the Signet P-40 depth sounders and temp. gauges these were retailing for \$495.00 - They read to 200', we've been getting \$95.00 a unit, hand this ad to our salesman and take one away for \$75.00. Have a 72' aluminum rig with rigging, roller furling headstay, boom, 2 spinnaker poles etc., it's in great condition, \$10,000.00 and you can lash it to the top of your BMW and head for the freeway. Replacement value about \$35,000.00. Have one nice Barient coffee grinder (think it's a 3 speed). Barient gets about \$15,000.00 for these little beauties. I'm asking \$2,500.00 and will let you grind a little on the price - About 40 of the Cobra pedestal steering systems still here a \$1,100.00 value for \$250.00; you get pedestal, wheel, rudder arm and pedestal arm. You gotta jury rig your own tie rod. These are great for boats up to about 40' - About 1200 bags of sails in the sail loft, 100s of you know the great values I have. For the month of September only you can take off an additional 20% on all mylar and keylar sails. Speaking of mylar and kevlar, informed sources (my little brother Owen) has informed me of two new wonder fabrics our sails will soon be made of. Kevron and Daclar are the brand names. These materials feel like the softest dacron, have a half life of 25 years, are the purest of white and never lose their shape. They will be inexpensive because the fabric is made from recycled mylar and kevlar of which there is an unlimited supply. The Polish America's Cup Team will be equipped with these new wonder sails -Have about 500 propellers in stock, 2 blades 3 and 4, Martecs, etc., etc. Save about 50% on new and 70 to 80 on used. Free Isuzu diesel from 50' boat, it's blocking access to my back gate, it's yours if you'll haul it away! About 150 solid brass cabin lamps, ABI gets about \$36.00 each. Take one or all for \$16.00 each - Have quite a few good windlasses on hand. Still have about 10 of the Balmar 1000s, a vertical winch worth about \$2,200.00-my price \$950.00. Several very large windlasses at reasonable prices. Our annual marine swap meet and cruiser's party will be held on Sunday, October 20th. Only about 80 swap meet spaces so book yours early. I spend \$1,000s advertising this event and those of you that have been to my other swap meets know what a success this swap meet is. The cruiser's party is for those of you that are OUTWARD-BOUND. Come by car or anchor at the free anchorage and dinghy to our dock. We'll cook up a couple 100 pounds of pork and maybe set a new record for kegs of beer consumed. Meet fellow cruisers, swap radio call letters and sea stories. Space at Josh Slocum's Restaurant limits us to about 200 so call the store cuz reservations are a MUST. We're dealers for the ASTRA III marine sextant that is made in China. they sell for about \$425.00. SatNavs are great but only a fool will try and cross an ocean without knowing celestial navigation! Still have several 100 broach brakes, a cone shaped device that serves as a drogue, can also be used as a sea anchor and with slight alteration a flopper stopper. Quality construction. New price about \$60.00, Minney everyday price \$19.50. Just to see if you're awake and anyone reads my ads hand the salesman a copy of this ad and a \$5.00 bill and a broach brake is yours. Summers slipping by and soon many of you will be Mexico bound. We stock Mexican charts and all the good cruising guides. Trade in what you don't need for MINNEY MONEY and then purchase the items you want. Thanks to you we're having a great year. Best of all my little schooner is in commission, wonder where the albacore are hidina? - Ernie Minney

MINNEY'S YACHT SURPLUS

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6-MAN OCEANIC LIFERAFT Plastimo (French) model CL-2, in cannister. One trip, never unsealed, trade for tender w/o/b in "as new" or make cash offer. Lloyd (916) 624-3072.

ELTORO SAILING DINGHY professionally built. Mahogany plywood. Ready to sail or row. Full sailing rig and rudder, centerboard, oarlocks and oars. Sail hardly used. \$550. (415) 382-0839

16-FT GRAND BANKS DORY. Good condition, 1974 reproduction by Strawberry Boatworks, Portsmouth NH Classic construction, cedar over oak, copper rivets, oak floorboards (removable) and seats. Retractable center board, ketch sail, oars and trailer Incl. \$1,500 b/o (415) 794-5027.

12-FT SAN FRANCISCO PELICAN. Smith built with all the extras. New red sails, new mast, jib furling system. Full boat cover. Built-in flotation, late model galvanized trailer. New tires. In storage about 10 yrs. \$2,200 b/o. 846-3941.

13.5-FT FLYING JUNIOR. Vanguard sail #4179, race rigged, Proctor mast, perfect bottom, custom centerboard, lots of sails, etc. Complete with trailer. \$1,800/neg. Call Bernard (415) 285-2993.

18-FT LUGER 1981. Swing keel, w/trailer, 3 hp motor & misc. items. \$1,800 or make offer? (415) 522-3501.

10-FT WEST MARINE INFLATABLE w/wood flr., solld transom, apprx. 2 yrs. old. Hardly used. 9.5 hp Evinrude, checked/tuned. Must sell. Moving to Florida ASAP. Offers considered. \$950. (916) 989-1816.

16-FT GRAND BANKS DORY, new, 1/2" ply w/ fiberglass skin and mahogany trim. Single or double row positions or sculling att. Spooth oars & motor mount. New trailer. Asking \$1,200. (415) 359-0219.

LIDO 14, 3289. White hull w/light blue topsides, trailer, canvas cover, spare equipment, very good shape overall. Asking \$2,500.Call (408) 247-9756.

HOBIE 15. Power skiff, self bailing cockpit, 50 hp Johnson-Electric tilt, VHF, Loran, Signet smart pak, KUH fluxgate compass. \$6,500. 525-9033.

WHITEHALL 14, MOBERI-BUILT, wooden lapstrake boat. \$1,600 Includes oars, sail & trailer, very good condition. (209) 462-3808, Stockton.

PELICAN 12-FT sailboat. Unusually seaworthy craft designed for San Francisco Bay. Excellent condition with trailer. \$650. (415) 669-1539.

GRAHAM SEA RANGE "Lo-Pro" wherry, double. w18-ft. Includes Piantedosi "Row-Wing" sliding seat rigger, Piantedosl oars and spare parts. \$1,350 complete or \$1,100 without oars. (415) 494-6982.

SAILNETICS 8-FT fiberglass sailing pram with doublehull and selfbailing cockpit. \$675 includes sail, oarlocks and newer trailer. (415) 339-3996 or 338-7101 (w).

13-FT CHAMBERLAIN DORY glass, mahog new. 10-ft Chaisson Dory Tender Brunzyeel, mahog., new. 14-ft Whitehall, by Nash, glass, Jnahog, used. (415) 323-3887.

24 FEET & UNDER

1985, WEST WIGHT POTTER 19. Loaded. VHF, CB, stereo, deluxe interior, custom 18 gal. fuel tank, 18 gal. water tank, compass, depth finder, anchor, safety gear, porta potti, new 3 hp Seagull o/b, tilt trailer, spare tire, extras. \$6,000 Call (408)779-4268.

DRASCOMBE BOATS built in England. 18-ft Drascombe Lugger. Yawi rigged daysailer \$4,500 b/o. 22-ft Drascombe coaster, yawi rigged \$7,800 b/o. 1987 Catalina 22, swing keel like new, many extras \$9,800 b/o. All w/trailers, in excellent condition. (916) 626-6846.

FORCED TO SELL CAL 2-24. "A beauty" w/5 sails, incl. spinnaker, ship-to-shore radio, compass, man-overboard system, adjustable backstay, Barient winches, foul weather gear, Honda o/b. Fire sale prices. Call (415) 420-8665.

DIVORCE SALE She says if I don't sell, it's divorce. 24' Lapworth Gladiator, sistership to "Dove". Reinforced hull, strong 6 hp Evinrude. San Leandro berth. Blue booksays \$5,100-\$6,200. She says \$3,495 now. Call (408) 295-4469.

ISLANDER BAHAMAS 21, 1968. Great starter boat and great S.F. Bay sailer, almost new sails. 6 hp Johnson, RWC berth. Sacrificing at \$2,250 because moved to bigger boat. (415) 494-7724 or (415) 964-8901.

CORONADO 15, Blue & white, excellent condition, includes trailer, custom cover, life jackets, trapeze, hamess & much more \$1,950 b/o. (415) 653-0300.

SANTANA 22. 4 sails, o/b. \$2,695.(408)426-3781.

FLYING DUTCHMAN 20-FT by Advance builder '63 model, fiberglass hull, swing keel, alum. mast, main a jib, trailer built in '75 by Freet, current tags. Lots of fun & fast. \$1,800. (408) 275-1303. San Jose.

CAL 20,1974 Nice shape, new bottom 10/90, new running rigging, running lights. \$2,500 b/o. Tom (415) 927-1914.

CAL 20 with prime City Yachts berth in SF. Drydocked last year: hull repainted and like new. With 3 sails (2 mains) and new rudder. \$3,100 for boat and phenomenal below market berth rights. (415) 928-3633.

23-FT WOODEN SLOOP, Monk designed, Japan-built, good o/b. Structurally sound, needs cosmetic TLC. \$4,000 b/o to good home. Marcus (415) 644-1988.

CAPRI 18, 1988. Strong seaworthy pocket cruiser. Like new condition. Trailer w/tongue extension, reefable main, porta-potti, PFDs, o/b, running & interior lighting, many extras. \$7,000. Call(707) 459-6634 (pls lv msg).

RANGER 23. O/B, VHF, 7 sails, duplicate main is brand new, well maintained, all lines lead aft, anchor, safety gear, battery charger, recent haulout. Coyote Point. \$6,400 b/o. (415) 571-8878.

MOORE 24, 1977 #18. Fresh water Texas boat, extensive refit including new Barbarossa 2-speed winches early 1991. 12 sails, 8 new for '91, good o/b, really solid trailer. Delivery negotiable. Steal at \$9,250 firm. (512) 834-0559 days.

22-FT CATALINA, 1974, swing-keel, sails w/covers, 7.5 Honda, trailer, galley, head, VHF, good condition, sails terrific. \$3,200 b/o. Call Dennis/Ed at (707) 647-3806 (eves. or lv msg).



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BOAT LETTERING

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SANTANA 23"ADVANTAGE" 1980, 110, 150, main & spinnaker, centerboard, 2 compasses, new lines, '89 trailer, good condition, great Delta boat, needs one Lewmar #8 and bottom paint, must sell, best offer over \$6,500. (916) 985-4801.

24-FT COLUMBIA CHALLENGER, full keel, 6 hp Johnson, knotlog, spinnaker, looks great. \$3,200 or down payment and monthly payments. (415) 733-9172 after 6pm.

24-FT WYLIE WABBIT. Hull #50, race ready ultralight. 16 salls including fresh one design set. Trailer, all Harken, many spares. \$6,500. (619) 285-1159 (lv msg).

NEPTUNE 24. Dual axle trailer, power winch, rollers, new brakes, 7.5 Honda, VHF, speed/log, depth, compass, stove, porta-pottl, 2 sinks, 2 ice boxes, halyards aft, cruising spinnaker, bow/stern pulpit, lifelines, bimini, cockpit cushions, custom Int., extras. \$11,500. (415) 494-1654 (days), or 591-2881 (eves).

MERMAID #8, 20-FT. Classic Danish lapstrake fir on oak. New spruce mast, rigging, keel bolts w/3 sails, Seagull o/b, life vests, anchor, full cover. Loves a stiff breeze. Ready to go. Moving, must sell. \$3,000 b/o. (916) 623-4479.

CHRYSLER 22, 1975. Trailer, 10 hp Honda o/b, main & 3 jibs, depth sounder, Loran, marine radio, & much morel ideal for lovers cruising. \$4,500. You will love our "Sea Song". (415) 436-3941 (eves).

ERICSON 23-FT, 1975. (Last yr. made) Fixed keel, o/b, marine radio, speedo, galley, toilet, main & jib. Good condition, sleeps 4. \$2,100. (707) 778-1997.

'63, PEARSON ENSIGN 22. Delta berth day sailer, 5 hp Johnson o/b, long shaft, great for the first time sailor. \$3,500. (916) 782-1394.

HOLDER 20, 1982. Beer can winner. 2 mains (one 2-yrs cld), 85, 100, 135, 155% jibs/genoas, 2 spinnakers. Trailer, 2.5 hp o/b. Dry-stored. Excellent condition. \$5,000 or trade for car, motorcycle or ? Matt (415) 636-9844.

YNGLING 20'6", little sister of Olympic Soling, 1984, SF Boat Show. Harken/Melges/spinnaker equipped. Custom trailer, new Yamaha o/b. Boat is mint. Consider all trades on carry back at \$6,800. Call Fred 837-3632.

23-FT PEARSON ELECTRA. 4 headsails, 2 mains, 5 hp o/b. \$2,500 b/o. Must sell, buying a house. Call Steve (415) 239-8239 or Keith (415)

24-FT COLUMBIA CHALLENGER. Strong and sturdy, great Bay boat. Mainsail, w/2 reefs, working jib, new 80% jib for heavy weather, o/b and extras. SF docking, \$100/mo., \$2,995. Ask for Ron or Jennifer. (415) 620-0642.

ISLANDER BAHAMA 24, fresh bottom, 6 hp Merc, club jib, plastic classic, clean and sound. In the Delta at Hidden Harbor Marina. Call (916) 775-1313 and ask for Scott. \$2,800 firm.

J-24. Well maintained in excellent condition with many updates. Trailrite trailer, North & Sobstad sails, Tohatsu 5 hp long shaft o/b. \$10,000.

NEPTUNE 24-FT, 1981. Excellent condition, equipped. Pop-top & cover, trailer, Loran C, compass, depth, 7.5 hp Honda o/b, swing ladder, cockpit cushions, potty, stove, USCG gear, sleeps 6. \$6,500. Hugo (707) 792-2358 (days), (707) 795-4928 (eves). Berthed In Berkeley.

J-24, 1981. North and UK sails. Tandem axie trailer, Tahoe boat, good condition. \$12,500. (916) 542-2201.

24-FT ISLANDER BAHAMA. The most beautiful on the Bay. 10 hp Honda, VHF, porta-pottl, full canvas, 2 anchors, full cushlons, teak cockplt sole, new Sutter maln, club jib, lapper, all lines to cockplt. Must see \$6,500. Call (415)

CATALINA 22. Swing keel sloop on custom-ized Vanson trailer. Very clean. Jiffy reefed, main, lines lead aft, pulpits and safety lines, swim ladder, VHF, teak boards, curtains, anchor. Good value at \$2,900 b/o. Call Rick at (415) 865-1508.

FALMOUTH CUTTER, 22-FT factory exterior, teak option. Spacious, elegant, fully insulated custom interior of teak, Alaskan and red cedar (3 years work, just completed). Vane, AP, o/b, bucket, propane, HI Seas, pulpit, spindrifter, anchors, windlass, 51 water, much more. \$27,000. (206) 244-3605.

FOR SALE - BEST OFFER by 9/30/91, 20-ft. Laurant Giles designed sloop made famous by John Guzzwell in Trekka Around the World. Cold molded construction, 75% complete, plans and materials included. Builder moving, must sell. Call Kurt at (415) 961-2281.

CATALINA 22, 1974. Swing keel w/trailer, sails & access, orig. owner, lite use, good cond., \$4,000. Antioch. (415) 754-8497.

CAL 24-FT Very good condition. Evinrude 6 hp o/b. Sleeps 4. Great weekend/day boat. Fully equipped and ready to sail. Well-maintained. Leaving area and must sell. Upwind berth Berkeley Marina. \$3,800 b/o. Call Brad at (415)

SANTANA 22. Equipped for cruising and fully upgraded for competitive racing in this large active fleet. 6 hp Johnson o/b. Call for equipment list. \$4,500. (415) 457-7108 (lv msg).

SAIL TOMALES BAY IN FREEDOM 21. Lying in Marshall, only \$18/mo. for mooring. Sail, swim, overnight at beautiful secluded beaches. Play with easy to set patent spinnaker. Dyer dinghy included. \$6,950. 453-7643.

24-FT WYLIE WABBIT w/trailer. 2 sets of sails, 1 set of Pineapples. \$6,000. Call Mike or Cheri (707) 448-0216.

25 TO 28 FEET

ONE WIFE, TWO BOATS Santana 525 - New mast & rigging, new Pineapple main, spare main, mylar genoa by Pineapple, 110, 150, spinnaker/ gear. Porta-potti, AM/FM cass. w/power booster, anchor KM, compass, bow & stern pulpits w/life lines. Nav lights, life vests. Must sell. Call (916) 333-1586 (wk) (916) 333-1657 (hm).

BRISTOL 27 SLOOP, built 1966, superior design, full keel, 5 sails, outboard, sleeps 4, excellent crulser. \$9,500. 927-3648.

HAWKFARM 28-FT "MOHAWK". Unquestionable condition, well-known active one-design & strong ocean boat. Complete re-do at North Coast Yachts. New: LPU, non/skid, windows, digltal knot, W.P. & S., depth, diesel, tillermaster & more. Race ready. \$22,500. Call Dorian (415) 854-5854; 853-6130.

PEARSON 28-, 1986. Great Bay cruiser, excellent condition, fully equipped, main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, radio, AWI, WS, KS/log, DS, diesel, wheel steer-Ing, hot water, shower, sleeps 6. Sausalito berth. Assumable Ioan. \$40,000. (415) 331-8366.

CHEOY LEE OFFSHORE 27. F/G crulse ready Mexico vet. Recent epoxy bottom, Awlgrip topsides, exhaust system. New in 1986: Westerbeke 2 gal. diesel, shrouds, Forespar club jib & rig, traveller, 4 cruising salls, 6 total. \$15,900. (415) 331-7576. Can deliver, trailer.

CAPOBAY 26 Schumacher MORC offshore racer. all the best gear, AP, Loran, VHF, o/b, Trans Pac vet. \$15,900 or trade up/down for cruiser, multihull. Ask for Bill (408) 252-7220.

NEWPORT 27\$ 1978. C&C design. 110, 150, 3/4 oz. triradial, Atomic 4, tiller, teak & holly sole, head, shower, 2-burner stove, Icebox, VHF, 7 winches, 6-ft headroom, sleeps 5. Great Bay boat. \$12,950 b/o. (800) 253-1771, or (818) 963-7116.

CORONADO 27. Very clean, great cabin room, 3 sails, extras, VHF, DF, KM, WS, Gemini compass, stove, pumpout head, Merc. 9.5hp o/b, Coyote Pt. berth. \$8,500 b/o. Moving, must sell. Call (415) 348-2229.

27-FT US YACHT, 1981 Great shape, well cared for. Edson wheel/pedestal, Volvo diesel, cruising spin, Loran, VHF, KM, DS, AM/FM cass., new canvas, set up to singlehand. \$20,000 b/o. Call 439-0960 (lv msg).

1975 CATALINA 27. Excellent condition, bottom newly painted. Atomic 4 engine, sleeps 5. Standard equipment plus extras. Berthed at Brisbane. Must sell. Asking \$10,500. Call Dick, work (415)

FOR SAIL, C & C 25. Race or cruise, 3 jibs, 2 spinnakers, VHF, KM, 7.5 hp Mercury o/b, headfoil 2 and lots more. South Beach Harbor berth. \$9,000. Will also trade for car. Lane (415) 726-7421.

26-FT PEARSON VHF, DS, KM, compass, 15hp, o/b elec. start recently tuned, salls like new, cruising spinnaker, sleeps five, head, stove, sink, well maintained, great Bay boat. Moving, must sell. (415) 297-5032 or (415) 833-0961. \$6,500 or b/o.

SOLING US 497, 1971. A proven race winner. She has racing salls & cruising salls, shroud tracks, new standing rigging, running rigging, barney post. A newly painted & wired trailer is included. \$4,500. (415) 928-4547.

CATALINA 25, 1977. Fixed keel, 9.9 Johnson motor, Trailrite tandem traller, Hood salls, pop top cabin, Optimus stove. Boat is stored in Stockton, good condition, \$9,500. Owner transferred. (918)

MACGREGOR 25 SAILBOAT, 1982. Super condition, new bottom paint, trailer, swing keel, 7.5 hp Honda o/b w/generator, solid chemical battery, main sail and jib, compass, pop top w/dodger, sail/ tiller covers, stove, porta-potti, anchor. \$5,800. (408) 458-1343, Santa Cruz.

COLUMBIA 28. Atomic 4, VHF, KM, DS, full canvas, cockpit cushlons, etc. A strong, well equipped bay or light coastal crulser. Owner moving up. Steal at \$9,500. Located at Glen Cove Marina, dock 5. Ken (707) 451-1215.

PACIFIC SEACRAFT ORION 27. Cutter rigged, excellent condition inside and out. Cruising interior, full sail Inventory, radar, steering vane, AP, dodger, refrigeration, heater, windlass, dinghy, EPIRB. Price reduced to \$39,950 for gulck sale on this beautiful world crulser. (408) 247-3560 (eves).

CAL 28 in great condition, 3 headsails, new standing riggling, Atomic-4, pressure water, nice Interior with custom features. \$9,000. (415) 331-5927.

ERCISON 27, 1978 SLOOP. Excellent condition, wheel, Yanmar diesel, new AM/FM cassette stereo and VHF, DS, KM. \$13,700. Call Doug (415) 254-9756 or Miles (415) 930-7371.

BALBOA 26 W/TRAILER. All new mainsail, 85% jib and canvas. 100% jib included. Mercury 9.8 electric start with alternator. KM, compass and new bottom paint in July. Vallejo berth, very clean and well equipped. \$7,800. (707) 557-4581.

CAL 28, 4 sails, diesel, DS, VHF, SP. Everything works. Recent hull paint. Great condition. Moving up. \$11,500. (415) 439-2003.

CAL 2-27, 1976. Exceptional boat in near-perfect condition. Refurbished interior, VHF, stereo, DF, North sails, new 18 hp Volvo diesel. Berthed at Emery Cove Marina. \$17,950 b/o. (916) 758-6019.

STORFIDRA 25, 1972. Swedish built doubleended sloop for serious singlehander. Tiller steering. Twin headstays. Inboard Volvo diesel. \$14,000. (415) 941-2718.

ERICSON 26, Strong boat. Equipped for single-handing. 3 jibs. VHF, DS, KM, Autohelm w/dodger. Recent bottom paint. Good interior layout w/high cabin. Great first boat, will train novice skipper if desired. Located Redwood City. \$6,250. (408) 497-7863.

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27-FT ALBIN VEGA. This is a wonderful cruising vessel. SatNav, Loran, 2 sextants, windvane, \$2,000 engine rebuild, newrigging, propane stove & tank, 6 sails, EPIRB, 2 VHF, DS, stereo, plenty of chains, ropes & anchors. Many other extras. \$9,000. Glenn (707) 823-4411.

PEARSON 26, 1976. Excellent condition, pretty and sturdy. 10 hp Honda, depth, RDF, many goodies. Nice interior with teak. Exterior covers for everything. Emeryville berth. Surveyed at \$14,000. Asking \$7,000 b/o. (415) 524-9455 eves.

RANGER 26. Great Bay boat. VHF, compass, life lines, anchor, full sail inventory, 9.9 new o/b engine. \$6,500 b/o. Warren (415) 495-3491 (days) or (415) 383-9198 (eves).

BRISTOL 27 MK2, 1976. This is a custom factory built, all mahogany interior with tons of storage, lockers, cabinets, anchor platform, CQR, Atomic 4, storm, 90, 105, 130, 2 mains, VHF, depth, Autohelm, custom canvas. Bristol, \$13,000. (408) 997-2811.

CATALINA 27, inboard 1978. Excellent condition. Only in salt water for the past 6 yrs. Now in Sausalito. Wheel, elec. bilge pump, CB, extras. Good main, jib & genny. Sacrifice \$10,000. Call Glenn (415) 927-4759.

ISLANDER BAHAMA 26, 1977. Just hauled. Inboard gas 15 hp. overhauled in '90, DF, fish finder, VHF, most rigging, and 2 Leading Edge sails new in '84, one Larsen sail. Lots of teak. South Beach Harbor berth. \$8,900. 826-0527.

ERICSON 27, 1979. Arguably the best one on the Bay. Great Bay/Coastal crulser. Meticulously restored and upgraded. Wheel/pods, INBD, ready for immediate family fun or whatever. This boat is in Bristol condition. No fixer-upper here. Must sell, we have bought a larger boat. Call and I will FAX a complete description/inventory. A sound value at \$18,500. (415) 854-8233.

LANCER 28 shoal draft, keel w/trailer. Excellent condition, sleeps 6, electric head, alcohol stove, 10 hp Honda, AP, DS, KM many extras. Owner willing to finance or trade for real estate. \$13,000. (916) 966-3393.

ERICSON 27, 1972. 3 sails, 10 hp Chrysler o/b, sleeps 5. Berthed in Alameda. \$7,500.Call (916) 372-0232.

ERICSON 27. \$14,850. Atomic 4, 30 hp inboard, main, 120 genoa, 90 jib, spinnaker rig, dodger, upgraded head & cabin w/TV, radio, & misc. equip. Good cond., many extras. Santa Cruz/Capitola. Call Steve at (415) 941-6525 or (408) 727-9180.

NEWPORT 28, 1978. 2nd owner, wheel steering, self tend jib, jiffy reefing, dodger, lifelines, Yanmar diesel, KM, DS, windspeed/direction, VHF, Loran, LectraSan head, galley w/sink, icebox & alcohol stove, 110 volt w/battery charger, charcoal heater. Partner moved. \$15,500. (707) 937-0033. Berkeley slip.

MULL 27, 1978, "Sasquatch", beautiful design, new Yanmar diesel, 11 bags North, apparent wind, depth, knot, Loran, VHF. \$12,500. (707) 746-1350.

CORONADO 25. Must sell. Great Bay boat. Reinforced rig, 3 jibs, VHF, Danforth compass, 8 hp o/b, stove sink, head, sleeps 5. \$3,000 or b/o. (415) 661-5826.

CAL 27, 1976. Inboard diesel, extra sails; main, 115%, 130% (2), spinnaker. Rigging redone in 1989, 110 volt shore power. Can be seen at South Beach Harbor. \$12,000 or ... (408) 722-3905.

MACGREGOR 25, 1985 SLOOP. Swing keel, well-equipped: KM, depth sounder, compass, VHF radio, anchor, all Coast Guard safety equipment. Horizon sails: main, 110% jib, 150% genoa, spinnaker w/gear. Sail covers, custom cockpit cushions, 4 cycle 10 hp Honda o/b, w/ MacGregortrailer. \$6,500. If desired, towvehicle: 72 Eldo convertible, great condition. \$13,500 takes both. Call (408) 524-8399 (days), (408) 429-8654 (eves).

PACIFIC SEACRAFT 25-FT DOUBLE-ENDER. Great pocket cruiser, rebuilt diesel (Jan '91), 4 Tanbark sails (new main cover). Very, very clean. \$16,900. (707) 745-3471 (after 7-pm or lv msg).

CATALINA 25, 1982. Fixed keel, 7.5 o/b, main, 150% furling genoa, 2 anchors, 40 channel VHF, log/KM, Loran (uninstalled), marine head w/holding tank, pop-top, much more. Boatmoored Channel Islands Marina, excellent condition. \$9,000. John (805) 962-1695; 963-8901.

CATALINA 25, 1984. Honda 7.5, DS, VHF, stereo, solar charger, epoxy bottom, swing keel, heavy duty trailer, 110 and main, all safety gear, 2 anchors. Entire boat very clean, great Bay and Delta boat. \$14,000. Offers considered. (916) 333-1709

COLUMBIA 26, 1973. New OMC Sail Drive 15hp inboard, excellent condition just hauled and painted, great dry Bay boat, sleeps 5. Speed, depth and compass. Rigged for singlehanded sailing, all lines to cockpit including reef. \$8,900. David (415) 886-8877.

VENTURE 25-FT. Excellent condition VHF radio, new Honda 8 hp motor, genoa, jib, main sails, trailer, Coast Guard safety equipment, sleeps 5, pop-top dodger, cushions, great for Bay or Delta sailing. A steal at \$3,950. (415) 593-9349.

CATALINA 25, 1979 Swing keel. Dinette style cabin. Slide top. Depth with marine radio. 1988 Mercury engine 9.9 electric start. Includes 8' Sevylor with engine. Great family boat. Delta berth. Must sell. \$5,000. (707) 538-1709.

NOR SEA 27. Aft cabin, new Yanmar G2N, Ex. cond., Spud Point Marina E 10, Bodega Bay. (707) 865-2739 Before 9 pm only.

C & C 27. Must sell. Great Bay boat, very good condition. Alameda berth. 7 sails, including spinnaker, reliable Atomic 4 engine, 8 Barientwinches, Loran, sleeps 5, head, stove, icebox, much more. Asking \$15,950. No reasonable offer refused. Call (415) 449-0421 (before 9 pm).

SAINT PIERRE DORY 26'9" X 8', 1966. Open boat with o/b, well and centerboard trunk. John Gardiner widened version, vertical grain fir planking. Good condition, last h.o. 3/90. In the water North Bay. \$2,000 b/o. (707) 792-1867.

MACGREGOR 25. Working sails, genoa, spinnaker, trailer, 8 hp Yachtwin, 1 yr. old, alternator, 25" shaft, 3 blade prop, lifting SS motor mount. Anchor, PFDs, speed wand, etc. Epoxy barrier coat, improved rigging, halyards to cockpit, new keel winch/cable. Stove, new electrical, enlarged main double berth, settee, dinette berth, upholstered cushions, private porta-potti. Pop-top with factory dodger. Excellent condition. Greatfor Bay, Delta, Mexico, Tahoe. Fall and winter sailing should be marvelous this year. Bargain at \$5,500. (415) 451-1699.

ERICSON 27, 1977. Atomic 4. Wheel steering, main & 2 jibs, 2 speed Barients, depth sounder, VHF, full headroom, sleeps 5, sockpit cushions, Delta awning, a good all purpose cruiser/racer. Berthed in San Rafael. \$13,500. (415) 388-2292.

26' PEARSON, 1978. Very clean. \$7,500 b/o. (408) 426-9481.

HUNTER 25-FT, 1980. VHF, KM, DS, WS, AM/FM cassette radio, roller furling, spinnaker, alcohol stove, nice clean boat. \$6,900 b/o Call (408) 426-9481.

28-FT NICHOLS SLOOP, ultimate budget Bay/coastal pocket cruiser, 3rd overall 1991 Doublehanded Farallones race. 10 sails, spinnakers, 10 winches, AP, depth, knot log, VHF, inboard, anchors, new keelbolts, faired bottom, beautiful lines in wood/FG, sweet boat to sail. \$8,000. (415) 332-2809.

YAMAHA 25 MK II, 1978 sloop, Barient winches, Harken roller furler, Yanmar diesel, epoxy bottom, Autohelm, many extras. \$12,000 b/o. John (415) 342-6574.

ERICSON 27. Clean cruiser/racer Atomic 4, VHF, cockpit cushions. Sails include 155, 150, 120 and spinnaker including complete gear. Most sails and main less than 3 yrs., all lines led aft. Lrg. winches, hatch & rail covers. \$15,500 b/o. Call Ken (415) 564-2865 (eves).

COLUMBIA 28 DIESEL aux sloop, new diesel, full insts., 46 gal. fuel, wheel, SatNav, VHF, DS, KM, stereo, new sails, new rigging, anchors, enhanced interior, custom teak trim. Must sell \$12,500. Slip 168, Jack London. (510) 452-2859.

ERICSON 27, Excellent condition with lots of cabin room. Three sails and many other extras. Upwind Richmond berth. Reduced to \$8,495 for quick sale, or any reasonable offer. Call Tom (415) 751-8876, or Todd (408) 241-3559.

PEARSON TRITON.28'6" Alberg-designed sloop, built 1961 when fiberglass boats were made to last. Full keel, Atomic 4, 2 sets sails plus storm jib, VHF, DS, KM. Well equipped and maintained, cozy interior. Berkeley berth. \$10,000 or b/o. (510) 525-6106.

COLUMBIA 26 MKII. New running rigging, new cushions, 7.5 o/b, BBQ. Marina Green berth, must sell Sept. \$4,300. (408) 335-3708.

25-FT BAYFIELD, 1979. Fixed keel, trailerable, standing head room, immaculate Yanmar diesel, radar detector, VHF, knot, depth and distance logs, Autohelm 3000, propane stove, head. Easy sailing on this Baja veteran. A steal at \$13,333 or trade. San Diego (619) 284-2779.

TRITON 28-FT full keel crulser. Self priming kerosene stove. VHF, AM/FM cass stereo, Seth Thomas clock and barometer, Datamarine, KM/cg windspeed & DF, lifelines, Danforth with chain & rode. Working sails and spinnaker. Contact Bruce Little, P.O. Box 897, Millbrae, CA 94030. Enclose phone number to see boat. Or, see boat at Oyster Cove Marina, Gate 2, Berth 72. \$4,000 firm. In October this boat goes to charity and I go south.

25-FT MACGREGOR, 1980. Trailer, 7.5 Honda o/b, electric head, new VHF and DF. \$4,000 firm. (415) 865-1610.

CORONADO 25. New cushions, upholstery, woodwork and brass fixtures. VHF, 6 hp Evinrude. Two sets of sails. Sleeps 5. San Francisco Marina berth. Good condition. Recently refurbished. Low price. Call 566-5000.

CAL 2-27, 1976. Clean well-equipped family racer/cruiser. One of the most active fleets on the Bay. \$17,500 b/o. Call Jack (408) 748-1420 (days), (408) 257-3059 (eves).

ERICSON 27, 1979. Bristol. Full headroom below, enclosed head, wheel steering, Atomic 4, self-tailing winches. New full-batten Sobstad main & foarn - luff 110 jib, North 140 genoa, Harken roller furling. New depth, knotlog, Autohelm, VHF & cassette deck. Cockpit cushions & covers. \$16,000 b/o. Call (415) 343-7611.

RANGER 26, 10 hp Honda, DS, KM, radio, riggedfor singlehandling, spinnaker. Good boat for sailing for all levels of experience. Consider partial trade for a VW convert. in good condition. \$7,600 b/o. Call (415) 522-8071.

ERCISON27,1976. Excellent condition. Wheel steering, Atomic 4, runs beautifully. New DS, AM/FM radio and tape deck. LectraSan head. Sails: main, 105% jib, storm jib, spinnaker. New epoxy bottom and new bottom paint. \$10,000. Call (415) 472-7324. (eves/wknds).

ERICSON 27, 1978. Excellent Bay, Delta or Coastal boat. Great for play or racing. Includes new LectraSan head, instrumentation and new Loran, inboard engine and a full complement of sails. Great condition. Must sell. \$14,900 or make an offer. (916) 878-1672.

CUSTOM BUILT 25.5-FT cold-molded IOR Laurie Davidson designed 1/4 ton sloop. Built 1979, loaded w/sails and custom equipment. S. F. berth. Replacement cost \$35,000. Must sell. Best offer over \$4,900. (415) 923-7647.

NORDIC FOLKBOAT 25" Nordic Star", US107. Fiberglass hull, good sails, excellent recent survey, o/b motor. John 735-8931 or Eric 661-6463 (eves). \$7,600

CHRYSLER 26, 1977. Fixed keel, Volvo diesel 300 hrs. runs exc. club jib; genoa, cockpit cover, standing headroom, enclosed head. VHF, solid, stable, 5,500 lbs. fiberglass boat hauled and bottom paint Aug. '91. \$5,000. (707) 829-1864.

PEARSON ARIEL. 26-ft cruiser. Furling jib, 2-speed self-tailers, lines led aft, Loran, Autohelm, VHF, depth, 8 hp Yamaha, solar ventilator, Bruce & Danforth anchors, double lifelines, boom brake. Reduced to \$7,000. (707) 794-3389 (days), (707) 527-0849 (eves/wknds).

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RANGER 26, restored cond., LPU top sides, 10 hp w/alt., dual tanks & batteries, digital depth/knot, wind SP/angle, Autohelm, VHF, stepped mast, 2-speed winches, 2 spinnakers, 2 mains, 3 headsails, more. Lost job, make offer, \$20,000 recpts. Trailer available. (916) 966-1677.

BALBOA 27, 1978. Diesel, trailer, 3 sails, propane stove, all lines led aft, VHF, new bottom. This is one of the biggest trailerable sail boats around, perfect for the San Juans or Baja. \$13,500. (916) 927-7443.

PEARSON TRITON 28'6" sturdy Coastal and Bay cruiser. Fractional sloop rig, VHF, KM, 2 mains, jib, genoa, spinnaker, 2 anchors, masthead navigation light, powered by dependable Atomic 4, Alameda berth. Sacrifice \$10,000. (408) 457-1315

1967 CAL 28 with 1983 BMW diesel. Many recent upgrades including LPU topsides, teak deck, North full batten main, custom cockpit cushions, rigging, traveler, VHF, KM, windows. Fast and beautiful. \$5,500. (415) 370-8807.

CATALINA 28, 1990 model. Loaded. Harken furler, Autohelm, knot log, DS, windpoint, windspeed cruising spinnaker, pressure h/c water, VHF, 38 hrs on diesel engine. Before you buy new, must see. \$36,000. (415) 865-2511.

29 TO 31 FEET

ERICSON 29"HERITAGE". Excellent S.F. Bay cruiser or racer. Popular boat, well-maintained, excellent value. Motivated seller has purchased larger boat. VHF, DS, 3 jibs: 90, 120, 150, plus beautiful spinnaker. New bottom paint, spacious cabin w/6'2" headroom, has 2 double berths. Comfortably sleeps 6 adults. Alameda location. Asking \$16,000. Great buy! (408) 847-2946, (408) 778-1741.

30-FT HEAVY CONSTRUCTION glass over plywood ketch. Designed for cruising with center cockpit and wheel steering. Full electronics plus radar. All ground tackle. Dinghy. Saab diesel w/heat exchanger/low hrs. \$15,000. For details call Judy or Ben (415) 527-4830.

CORONADO 30. Excellent Bay/Delta sailboat. Rigged to sail single-handed. Late model engine. Wheel, stove, heater, KM, digital DF, new VHF, all new mast & rigging, new Hood Seafurl & jib. New winches. Anchor, etc. etc. \$15,950 372-5690 (days).

COLUMBIA 29 "DEFENDER" 1963. Sparkman-Stevens designed cruiser-racer. 13 hp Volvo diesel, VHF, lines led aft, spinnaker, 3 jibs, main, stove. Full keel, well balanced, stiff, dry sailing. Needs TLC cosmetic only. Sacrifice! \$5,000 firm. Call Jack (415) 254-0993.

TARTAN 30, 1979. Fully equipped for singlehandling, with all lines led aft to ST winches, roller furling, Autohelm. Low mileage, neverraced, excellent condition. \$25,000 b/o. (415) 527-3507.

J/29. RACE READY. 10 sails, 8 hp Evinrude o/b, actively raced & cruised on the Bay. The only English-built boat on the West Coast, unique & comfortable Interior arrangement, galley sink & stove. The J/29 is an exciting boat to race, the fleet will challenge your racing skills, yet w/spacious decks & cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd & 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. \$25,000. Call Andy (415) 641-8323.

C&C 29,1977. Excellent condition, wheel steering, Harken roller furler, Atomic 4, 2 mains, 7 headsails, 3 spinnakers, 8 Barient winches (self-tailing primaries), VHF, Loran, knot, depth, AP, stereo, beautiful teak interior. A graceful, rugged sailboat located in S.D. \$19,000 b/o. (619) 792-6232.

SANTANA 30/30 Teak on the inside, fast on the outside. 1983 Nelson/Marek design. Five salls, including spinnaker & mylar genoas. Fun to race or cruise fast. \$30,000. Call (415) 648-4437. Looking for 40+ ft. liveaboard.

RAWSON 30. Comfortable cruiser and Bay boat with Loran, Tillermaster, Marinetics panel, depth, KM, VHF. Well maintained with new LPU topsides and interior cushions last year. Extra sails. New Gray Marine 1984. Montgomery dinghy with o/b. (415) 347-4608 (eves). \$23,000 b/o.

CASCADE 29, 1970. Solid reinforced fiberglass hull. Custom mahogany interior, cast iron mini antique stove, all electronics for coastal cruising, AP, folding prop, full cover, dinghy. Perfect condition. Excellent care by Little Old Owner. Sausalito berth. \$20,000. (415) 755-9891.

NEWPORT 30!!-T, 1979. Dark blue, tiller Universal diesel, Martecprop, h/cpressure water, Lewmar S/T, Loran, AP, spinnaker, much more. A fine, sailling/racing/cruising boat at a really for sale price. \$26,500. (707) 745-0615.

1984 FREEDOM 29. Bristol condition, one owner. Free standing carbon fiber mast, full batten main with lazy jacks, self-tending camber spar jib, gun mount spinnaker, plus all factory options. Survey and bottom paint 7/90. \$44,900 (owner). (209) 334-3337.

ISLANDER 29. Excellent condition, wheel steering, 6 sails incl. spinnaker, Atomic 4, VHF, KM, Loran, DS, AM/FM, head w/holding tank, stove, 120v, mahogany intenor, new upholstery, recently hauled, much more. (415) 382-8552. \$15,900.

RANGER 29. Basic sails. Universal 30, KM, DF, VHF, AM/FM/C, very good condition, extras included. Extra roller furi gear and sail. Includes 8' sailing dinghy. \$14,500. Sacramento. (916) 488-0967 (msg), 854-3703 (day).

CATALINA 30. Tall rig diesel pedestal wheel, all teak interior, 2 tanks, pressure water, macerator, pulpits, double lifelines, cushions, spinnaker, rigging, double sink. Genoa furling, dodger, blue covers, 120v, spreader lights, radio, DF, nonskid decks, head compartment, shower, more. (415) 332-9369

PEARSON 30-FT, 1979. Atomic 4 w/200 hrs., VHF, KM, DS, AM/FM cassette radio, diesel force 10 heater, ACrefrig. H/C pressure water, pedestal steering, solar panels, spinnaker, hauled, very clean boat. \$15,500 b/o. (408) 426-9481.

OLSON 29. Built at Pacific Boatworks, hull #8. Very well-equipped, it's fast & fun, 13 bags of sails, successful race record. \$32,000. (707) 643-3590.

J/29, 1984 Barients, Harken, Kenyon, Signet, W/S, W/P, KM, new DS. New \$2,200 15 hp elec. start Honda. Kevlar main and lapper, light lapper & storm jib. 6/90 perfect survey & bottom job. No blisters. Not race tired. Freshwater berthed. \$19,500. (510) 684-9619 or (510) 634-0154 (recorder).

CATALINA 30, 1979. They're still in production. Factory parts readily available. Heavy duty traveller, adjustable backstay, roller furling, dinghy with o/b. Quality LPG stove/oven, refrigeration, new head, Loran, Signet instruments, CQR/Danforth anchors. Ideal liveaboard. \$25,000. Tim (415) 876-0311/1879.

30-FT PEARSON "303" 1984. Wheel steering, Yanmar 2GMF, dodger, new Harken roller furier & jib, pressure hot water, electronics, lots of extras. \$43,000. No down, 7.5 year loan available to qualilied buyer. (415) 523-8692.

HOLIDAY 30-FT. Mahogany hull sloop, Dutch built, 1959. full keel. 4 sails and splnn. w/ pole. Beautilul vamished mahogany interior. VHF, head, depth, sink, ice box, microwave, sleeps 4, standing headroom. Asking \$8,500. Call Michael Taper (707) 746-8145.

BODEGA 30. Full keel cruising boat. 10 hp Honda o/b, Navik windvane, windlass, VHF, compass, Sausalito berth. Asking \$16,000. Tel. 332-9280.

CATALINA 30-FT, 1977 Super condition, wheel steering, Yanmar diesel, tall mast, club jib and 120 and 155 genoas, 4 winches (2 self-tailing), refrigeration, pressure water, new interior cushions, TV, Autohelm, cockpittable, Magna BBQ, extenor teak newly vamished. \$24,000. (209) 522-6724.

1974, CAL 2-29. Excellent condition. New factory diesel, new covers. Teak interior, sleeps 6, wheel steering, tabemacle. \$18,500 b/o. (408) 688-4266.

CAL 29 "RED BOAT", former Bay champ, Coastal & Hawaii vet. Spinnaker, LPU topsides, propane, folding prop, shore power, 2 anchors, all controls led aft, pressure water, storm sails, even a bosun's chair. Please buy this boat. Sausalito. Must sell. \$10,500 b/o. (415) 331-1924.

SANTANA 30, 1975. Classic racer/cruiser, fast, strong, comfortable. 1988 rebuilt diesel, 1991 Signets, WP/WS, KM/KL, depth, alarm, 1991 main, VHF, Loran, AM/FM cassette stereo, custom interior, etc. Immaculate. New baby forces reduction from \$28,500 to \$21,500. (714) 641-0234, (714) 435-920

CAPRI 30, 1986. Real clean, performance boat. 10 hp Honda, 6 sails, instruments. Lots of room on deck, great for day sailing of course racing. See this one before deciding. \$16,000. Call (415) 846-8578.

CRUISE NOW. Alberg-designed Odyssey 30, 1968. The biggest boat for the smallest cruising budget. 6 sails including spinnaker, IB, KM, DS, full boat cover and 6'4" headroom. Asking only \$14,000. Call Dave (415) 389-8241.

BOMBAY PILOTHOUSE 31-FT. Metzler dinghy, club footed jib, roller reefing, Hood sails, hot water, refrigerator, Yanmardiesel, battery charger, DS, VHF radio, stereo AM/FM, tape deck, pressurized water, 2nd anchor/wheel station. \$37,000. (415) 886-3475.

CATALINA 30, 1980. Well kept, dodger, cockpit cushions, Atomic 4, KM, DS, VHF, battery charger, 2 anchors, ker. stove, oven, Force 10 heater, Camber spar, jib, 110 jib, 2 yr. main, more. \$27,500. (916) 487-8501.

1983 ERICSON 30+. Relocating, must sell. Good condition, all records available. Will negotiate. (415) 838-9523.

ETCHELLS, US 296. Good condition, well maintained, full complement of sails, new mast and running rigging, full cover, trailer, great one-design class for the Bay, good starter boat for low \$. Asking \$10,500 or b/o. Must sell. 452-3381 (lv msq).

CAL 2-29, 1978 2 cyl. 18 hp diesel roller furling, dodger VHF, DS, Loran, AP, pressure water, wheel steering. No blisters on hull. \$18,000. (707) 557-7783.

OLSON 30, 1979. New bottom paint, new 150%, Loran, 3/4 boat cover; trailer, 2 o/b, anchor, safety gear. \$17,000 (805) 985-5334 (days), (805) 485-5545 (eyes).

COLUMBIA 29 SLOOP, 1966. Fiberglass hull w/ enough wood trim to be prettyl Good sails (2 mains plus jib, genoa & spinnaker). Atomic 4 engine. Galley, dinette, sleeps 5-6. Head w/holding tank. \$10,000. (415) 824-8362.

CRUISER FRIENDLY Cal 29 has been to Mexico and back. This Cal prefers warm waters and is seeking a new owner for the Bay or to crulse points south. 865-4520

32 TO 39 FEET

33-FT CUSTOM STEEL CUTTER Merritt Watter designed double-ender, 32 hp diesel, cherry wood interior, extensive equipment list, Bristol condition. \$48,000. Call Ken (415) 428-4023.

RANGER 33, 1978. Hauled out 7/25. Must sell nowl Well-maintained. Gary Mull racer/cruiser w/ the lines of a classic yacht. Fast & responsive. Wheel steering, self-tailing Barient winches, Universal diesel, North sails - main, 70% (never used), 110, 150, 3/4 oz. spinnaker (never used). Stereo, heater, CNG stove & oven, microwave, AC/DC, h/c pressure water. Signet meters (depth, speed, wind dir./speed), ICOM VHF. Awning, cockpit cushions, etc. Lots of fun! SSF berth. \$27,000. (408) 736-8358.

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35-FT FUJI, 1974

John Alden design. Perkins dsl, teak interior, new upholstery, dodger, large cockpit, Loran, VHF, wind/KM, stereo, more. 4 sails, 6 barlow winches (great condition). Good, stable liveaboard. Comfortable ketch at a comfortable price. Asking \$46,500. George Brokaw Yacht & Ship Brokers ~ (619) 223-5401



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35-FT CORONADO SLOOP, 1973. All comforts for liveaboard or cruising. Hauled, bottom paint, and good survey report, May '91. 22 hp Albin diesel, club jib. Sleeps 6 in tri-cabin privacy. Asking \$32,000. (707) 226-3017;(707) 226-2663.

FUJI 32 CUTTER, 1977. Great for Coastal, Bay and Delta cruising. 40 hp diesel, roller furling jib, h/c pressure water, CNG stove w/oven, shore power w/charger. \$32,500. (415) 435-3902.

WESTSAIL 32. Factory built. Original owner. Documented. All white hull w/red boot and light blue deck. Solid lead ballast. Bright work immaculate. Dodger, bimini, cap rail covers, side panels. Brand new cruising spinnaker and full-cut Yankee jib by Hood, genoa with wisker pole, and working sails. Perkins engine with 105 amp alternator. Refrig., cabin heater, VHF, external phone, AC electrical, stereo, screened. Sailing dinghy plus Avon inflatable. Two large CQR anchors. Standing nigging replaced and mast, boom and underhull refinished in '87). Ballena Bay. Just hauled in February for bottom paint (2 coats). Best offer mid '40s. Call (408) 942-4245 (days), (415) 735-9221 (after 8 pm).

37-FT RANGER. One ton sailing vessel created by Gary Mull. Designed as an ocean racer. Includes 6 sails. Volvo Penta diesel power. Others listed at \$49,000. Steal this at \$29,000. Call (408) 437-0570 (wkdys). Located in Santa Cruz.

ERICSON 32-FT. A very nice, clean boat. Engine over-hauled. Only 50 hrs., new cushions, bottom done, rigging, pressure water, new, wheel, etc. Good liveaboard. Selling at a very low price as I do not need two boats. \$19,000. (213) 393-4321.

33-FT HANS CHRISTIAN, 1986 cutter, roller furling, Autohelm 6000, radar, Loran, B & G instruments, VHF, 4 batteries, CQR, Danforth, electric windlass, ref., stove, hot water, fishfinder, hydraulicbackstay, newbarrier coat, tanbarksails, dodger, much more. \$119,500. (619) 540-2759 b/o.

KETTENBERG 32-FT. Fast racer, daysailer, PC class, modern rig, good sails, 7 hp o/b, anchor, etc. \$3,250. Call (415) 532-9212.

C & C 36-FT, 1981. Excellent condition. New Harken roller furling with 90 jib, dodger, AP, 30 hp Yanmar, new interior upholstery, teak refinished. New Zodiac tender and Mercury o/b. \$54,500. (415) 634-2721.

1977 C & C 38. Start your cruise in Florida. Cutter ng w/diesel radar, SatNav, reefer, roller furling, more. MexIco-Canalvet. \$49,500. (305) 462-7406 (days) (305) 524-2329 (eves) for info.

CALIFORNIA RHODES 33. Day sailing/racing sloop. Aux. power is 6 hp Johnson o/b included. Just hauled. Phillip Rhodes design built 1946, mahogany on oak with new sitka spruce mast and boom. Located in Morro Bay. \$5,500. (805) 772-3994.

36-FT UNION POLARIS, 1984 double ended cutter. Ready to go. Cruise the world with enjoyment and safety. Top quality equipment. Beautiful teak and holly interior. Exceptionally maintained inside and out. \$85,900. Call original owner for information, brochure and photos. (619) 231-2430.

SANTANA 35-FT. Clean boat, good condition. New cushions, CNG stove, electronics including Loran, AP, full race gear, lots of sails. Trade with boot for Islander 36 or similar boat for short handing. \$35,000. Hall Palmer (415) 327-0210 (days).

TAYANA 37-FT. Great cruiser or liveaboard. Loaded with windvane, VHF, dodger, stereo, Loran, h/c pressure water and much more. \$70,000. Call Cindy 578-9244.

1980 MORGAN 32. Navico wheel pilot w/inside steering, DF, WS/WD, KL, VHF, radar, stereo, 120A alt, propane stove, vang, 4 salls, RF, all new interior, doors, plumbing & electrical, 6 CT epoxy btm., etc. Ready for cruising. (415) 886-7016.

GULF32-FT PILOTHOUSE CUTTER. Purchased new Sept., 1990. DS, KM, Voyager Loran, VHF, Autohelm 4000, Harken roller furling genoa, windlass, AC/DC refrigeration, epoxy bottom, Force 10 heater, microwave, cockpit cushions, 2 spd self tailing winches, propane stove, pressure h/c water system, full battened main w/lazy jacks, boom vang, covers for all exterior wood and more. Survey w/deposit, may take trade-in. Over \$80,000 invested. Asking \$67,000. Will consider any offers. Located Berkeley Marina. Call (209) 632-8311 (Wkdys. after 6pm).

CUSTOM CHOATE 33 BY MULL. Built for 1978 3/4 ton N.A. Modified extensively by Schumacher in '81- stern, cockpit, 2 cyl. Yanmar, keel, rudder, forepeak. Category II equipped. 5 Signets, 8 Barients/Navtec hydraulic. Complete racing gear w/13 sails. Cruise 6 w/mech. ref., & CNG, 2 water tanks. Last PHRF rating - 126. Consistent winner, strong in all conditions. Ready to race w/new bottom. Recent survey, equip., list, photo available. \$42,000. (213) 821-9555, (213) 479-0116 (eves).

33-FT PEARSON VANGUARD. Custom, 8 sails, dodger, weather cloths, teak wheel, VHF, AP, WS, WD, DS, KM, 35 lb. CQR, Danforth, elec. windlass, etc. Hauled 1991. A beautiful "must see" ocean cruiser or Bay yacht. \$28,900. (916) 378-1753.

PRETORIEN 35, 1987. Performance cruiser/ ocean racer. Harken self-tailing winches & traveler. Electronics, navigation, AP, safety equipment. 11 sails, most new. European teak interior. H/C pressure water. Low engine hours. New Micron bottom. Meticulously maintained. \$94,000. (415) 334-1387.

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SANTANA 35, "DREAM MACHINE", 1988 National champion, also YRA Season champion family racer/cruiser. 40-ft berth at St. Francis on Marina Blvd. (ultra prime). \$38,000 spent on upgrades, mast, rudder, boom, new engine, sails. Asking \$43,000. For details, call John Aitken 366-9211.

33-FT SLOOP "Sandpiper", \$14,500 b/o. Sacnice sale. Exceptional value. Designed by racer, sailmaker, artist Jim DeWitt. Engineered by naval architect, Randy Pauling. Built by Colberg in Stockton. Handles beautifully in wide range of wind and sea conditions. Outfitted for short-handed cruising and Bay racing. Strong seaworthy aluminum hull, mast and boom. Main w/cover, self-tending jib w/cover, genoa, spinnaker, dodger, in good condition. Trimtab (auxiliary rudder). Gas engine. Call Jim or Sallie (415) 232-4291.

36-FT ANGLEMAN SEA WITCH "Golden Hind."
Gaff ketch, wood hull, teak decks, with 8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sail covers, interior cushions, Avon dinghy & 5 hp Seaguil. Located Monterey, CA. \$67,000 or b/o. (408) 663-5163.

ISLANDER 36, 1980, diesel, teak interior, usual l-36 features, many system improvements, excellent condition & clean throughout, July haulout, \$52,500. (408) 252-6941.

"SPIRIT" CUSTOM 33.5-FT Sparkman-Stevens, flush deck, 7/8 sloop, mag. oak. bronze, Yanmar diesel, 19 sails, well proven long distance racer/cruiser, exhilarating performer, easy to sail, low maintenance, ready to go. Sausalito berth. Asking \$35,000. 331-8966.

1979 WILEY 34-FT "LEADING EDGE" in A-1 condition. Great sail inventory. Loran, VHF, AP. Ready for racing or cruising. Current IOR, PHRF, IMS. Sleeps 6. New Yanmar diesel. Recent survey. Will take smaller boat in trade. \$34,000. Call 457,0613

PHRF KILLER, COLUMBIA SABRE 32-FT. New cushions, all spars blasted & refinished new bottom, refinished hatches, new windows, anchor, windex, nav lights, 9 sails. \$6,000. Call (916) 333-1586 (wk), 333-1657 (hm).

1978, CREALOCK 37. Epoxy bottom, five sails, wheel steering, FWC Volvo MD17, 175 hrs., Norseman fittings, Aries vane, dinghy, h/c pressure water, Technautics refrigeration (110/eng), VHF, Loran, depth, boatspeed, windspeed. Hauled/painted May 1991. \$80,000/trade + cash. Chris (408)423-4076.

FANTASIA 35. Excellent condition. \$60,000. (707) 762-7190.

36-FT CHEOY LEE LUDERS CLIPPER KETCH. Beautiful blue water cruiser. Great liveaboard, 42 hp rebuilt Mercedes diesel. Many extras. \$37,000. (707) 255-7844.

CATALINA 34, 1988. Loaded with equipment too numerous to list. Asking price \$66,000. Call (707) 252-4832 for further information.

32-FT ERICSON CRUISER, Yanmar diesel, wheel steering, new electric, rolling furling, new cushions, dodger. \$26,000. (415) 657-9360.

CATALINA 34, 1987. Slip #160 - D, Marina Bay, Richmond. Excellent condition. Loaded, 120% roller furling jib, cruising spinnaker, Signet instruments, stereo, diesel, 548 hrs. Must sell, moving to Florida ASAP. Offers considered. \$62,500. (916) 989-1816.

52-FT LOA, 36-FT LOD, Angleman Sea Witch, hull #1, Transpac winner, Bristol condition, 1991 survey, cruise ready, diesel, ample electronics, 2 AP, windvane, inverter, generator. Sailing dinghy, too much to list. Located Hawaii. Owner will deliver, \$72,000 firm. (808) 226-1050.

CHINESE JUNK, 35-FT, 1968. Teak, Volvo diesel, shower, head, sleeps 6, perfectly maintained, Sausalito berth. Great liveaboard, something special. \$39,000. Call Michael 479-7128.

CATALINA 36, 1985. Very well maintained. Roller furling, 110% jib, cruising spinnaker & spinnaker pole, custom refrigeration, microwave, Apelco 6500 Loran, Autohelm 3000 w/remote & vane, electric head, VHF, AM/FM cassette, KM, DF, dodger, weather cloth. \$59,950. (707) 647-2070 (h) or (415) 596-1760 (w).

36-FT CHEOY LEE, Luders Clipper Ketch, 1970. Bristol cond., liferaft, Avon dinghy and many extras. (707) 939-9709. \$60,000.

MARINER 35, 1965 Garden-designed ketch. Mahogany on oak, bronze fastened. H/C press. water, propane range & heat, microwave, AC/DC refrigeration. Great liveaboard/cruiser. Sausalito slip.Master Manner eligible. \$27,500 b/o331-9416.

SANTANA 35, active one design racer/cruiser. Signet instrumentation, VHF, Loran, and stereo. 2 mains, new 150%, 1/2, 3/4, and 1.5 ounce spinnakers. Volvo diesel. Race ready. Asking \$39,000 or make offer. Call Bill at (408) 244-1700, ext. 2488.

ISLANDER 36, reinforced hull. Ideal for cruising. Main, jib, genoa, spinnaker, 10 Barients, Loran, VHF, DS, KM, stereo, 3-burner SS stove/oven, CNG. Instant HW heater. Kerosene cabin heater. New interior. Anxious to sell. Will consider trade. 521-2230, 521-9430 (eves).

37-FT VALIANT ESPRIT. A hard to find, fast and sturdy double ended cruiser that will draw praise wherever you go. Designed by Bob Perry and built by Nordic, "Mahana" is well maintained and fully equipped w/radar, Loran, dodger, monitor, refrigeration, heater, separate shower, liferaft, power windlass, lots of storage, and much more. She is ready and able to take you wherever you want to go, with confidence. A lot of boat for the money. \$78,500. (805) 967-9932.

COLUMBIA 32-FT, 1966 5.5 meter, fiberglass, length overall 32'5", waterline 22'7", beam 6'3", draft 4'4", displacement 4500 lbs, ballast (lead) 2800 lbs, sail area 311 sq ft. \$6,000 b/o.Call (408) 426-9481.

38-FT C & C, 1976 "Topaz". Athoroughbred racer equipped for cruising. New rod rigging, hard dodger, staysail, extensive electronics and equipment. \$65,000. (415) 289-9629 (messages).

34-FT IRWIN, 1978. Well maintained, excellent condition, just hauled, roomy, must see. (408) 267-0900 (days), (408) 268-2689 (eves).

ERICSON 35, 1972. Roller furling, rebuilt engine, refrigerator, spinnaker, new main, stereo, AP, electric windlass, all instruments with many extras, \$32,750. Call Ken (209) 476-0851 (wk); (209) 931-0785 (hm). Boat in Sausalito.

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TAYANA 37, MK II with double quarter berth and separate shower stall. (408) 624-2509.

AN EYE STOPPER. Classic steel, Colvin 36-ft, raked mast Gaff ketch, ground tackle, EvInrude 9 hp, fully epoxied below water line. Recent paint. Sleeps 4. S.F. berth. \$15,000 b/o. Illness forces sale. (415) 495-7276 (eves).

MUST SELL NOW 38-ft Downeast Cutter 1979, strong and comfortable offshore cruiser, beautiful condition throughout. \$65,000, bring offers. (714) 720-1075.

EXPRESS 37. Loves all wind ranges, mint condition. All North sails, B & G Hercules system, Northstar Loran, Magnavox SatNav, VHF, +more. Refrigeration, h/c pressure water, CNG stove, many extras. Will sacrifice \$75,000. Call (805) 493-1031 (hm), (818) 715-3328 (wk).

38-FT FARALLON CLIPPER, 1940.\$5,000. Damaged in Master Mariners race by collision. Damage survey available. Needs: mast, boom, rigging, portside chainplates, bow pulpit, stern pulpit, portside lifelines & stanchions, portside bulwark, sheer plank, repair roller furling, mainsail. Interior and starboard side in excellent condition. New 120% genoa for roller furl. New interior cushions. Grey Marine 4-112. Other necessities included like stereo. Call 956-5014. Ask for Jim.

87-FT JOHN ALDEN coastline cruiser. Cedar over oak, cutter rig. 1953 TransPac vet. Eligible or Master Mariners. Beautiful classic boat. Very lood condition. Port of Redwood City berth. 632,000. (408) 338-9402.

CREALOCK 37, 1978. Beautiful boat! World truise cut short by illness. Just back from Mexico, Clarity" is ready & loves to travel. New in 1989: 'anmar engine, Raytheon R-20 radar, electric vindlass, Harken roller furler, Avon dinghy, Nissan hp o/b, instruments, dodger & extension & crespar rigid vang. Also has Alpha Manne 4000 LP, Aries windvane, 3 anchors w/chain, engine riven refrigeration, 6 sails, Magnavox SatNav & pare parts inventory. Much more. \$109,500.

AYANA 37. Extremely comfortable liveaboard, eady for ocean cruising. Properly maintained and ery well-equipped. \$79,500. For details write O. Box 102, Sausalito, CA 94966 or call (415) 31-5916.

ISLANDER 36-FTw/condo slip#4loc.at Portobello Marina, Embarcadero W. at Oak St., Oakland. Cutter rigged vessel, dodger, chain anchor. sys., P4108 dsl, 8 Barients, Signet gauges, epoxy bottom, lead keel & more. Call for list. \$79,950. (415) 763-0512 (eves to 11pm).

SWIFT 33-FT, 1979 This liveaboard, cruising sloop has a certificate of construction from Lloyd's shipping registry. She has been owned and maintained by the original owner. Equipment includes Sutter & Hood main sails, Hood 100% headsail, Sutter 120% genoa, Sutter multi-color radial headsail, 6 person Avon canIster life pod, 55 channel radio, depth, knot, wind instrument, ADF, RDF, Ioran C, EPIRB, dodger, wheel steering, Volvo Penta engine and much more. \$50,000. (415) 892-8142, (916) 587-8464.

38-FT CUSTOM WOODEN KETCH built in 1938, designed for Coastal cruising and Bay sailing. Classic look, perfect liveaboard for single sailor or couple. Has VHF, new mizzen sail, newer main sail and three others, 13-ft beam, recent ribbon mahogany interior, newer teak deck, brass fittings, hot water, wood stove and, yes, a tub. Owner has bought larger boat. Asking \$25,000 b/ o OWC a small portion with large cash down. We will consider partial trade for trailerable swingkeel sailboat that sleeps three. (415) 339-3996 (hm), 338-7101 (wk).

JENSEN MARINE CAL 39, 1972. Great racer/cruiser. 6 spinnakers, blooper, North #1, Pineapple #2, 2 spin poles, reaching strut, 13 winches, tiller, hydraulic backstay, 55' Sparcraft mast w/internals, v-berth, 2 doubles & quarter berth, 2 pipe berths, galley with stove/oven, nav station w/fathometer, SSB, VHF, RDF, Loran, separate foulie and sail storage compartments, custom extended transom, blister-free history, rebuilt Palmer 4 cyl gas engine. \$39,950 firm. Parenthood motivated sale. Randy Dirth 339-3263 (hm); 983-9816 (wk).

33-FT ON DECK MASON design gaff-rigged ketch. Cedar on oak. Recently hauled and surveyed. She's beautiful and cruise ready. Call (707) 374-5555 for more info.

40 TO 50 FEET

ROBERTS 43 AIREX cored hull w/no deck. Has masts for ketch rig, diesel engine, Edson steering & many more parts to finish the boat. \$18,000. Call for list of equipment. (408) 685-9735.

47-FT SLOOP S & S. One of SF Bay's most beautiful and well-constructed wooden yachts. To see her is to love her. Sleeps 7, large cockpit, AP, electronics, many sails. 2 boat family, must sell. \$67,500 b/o. 331-0907.

"THE PETERSON 44 is a West Coast dream cruiser." (Sea, May 1987). 2 staterooms w/heads, 2 ovens, microwave, w/d, heated closets, much storage. Autohelm, 2.2kw gen., Cybernet stereo. New rigging, epoxy bottom, 500 eng.hrs. \$98,500. (408) 447-5505 (days).

CRUISING CAL 40. Modified interior w/private mooring in San Carlos, Sonora. \$55,000.For complete equipment list, Jim Austin, (213) 935-7671.

46-FT GARDEN PORPOISE ketch, 1973. Fiberglass hull, teak decks, Data Marine system, inverter, refrigerator, freezer, fireplace, microwave, three burner propane with oven. Seven sails, Halon, electric windlass, AP, 80 hp diesel. Cruise ready. Aft cockpit. (415) 883-7962. \$132,500. Principals only.

"REGINA" CUSTOM 40-FT AUXILIARY YAWL. The person who buys this boat is looking for a strong, well-built vessel for cruising/liveaboard at an exceptional price. Qualified for any ocean, solid fiberglassed, strip-planked fir hull. New rigging w/Norseman fittings, Perkins diesel 4108 only 278 hrs. Ten sails, propane stove, oven a cabin heat, pressure h/c water, boat cover, large tankage, engine mounted compressor, holding plate & 110v, refrigeration, windlass, anchors, electronics, etc. Must sell this sound & documented vessel. Poor health forces sale. First \$36,000 b/o takes her. Call Rob (415) 339-3038.

PASSPORT 40-FT, 1985. Perfect cruiser/ liveaboard, very clean. Owners stateroom forward w/private head/shower. Double cabin aft w/ head. X-large galley/salon. Almost all the cruising extras you could want including: watermaker, Inverter, HAM/SSB and solar panels. Must see. \$150,000. (619) 260-1723.

COLUMBIA 43-FT, 1969. Hull #3, h/c pressure water, dodger, davits, VHF, Loran, radar, DF, 5 sails, boom gallows, Avon Redcrest 9' sailing dinghy, Nissan 3.5 hp o/b. \$59,000. \$17,000 equity. (415) 778-2565.

42-FTJUNK-RIGGED SCHOONER designed and built by Tom Colvin, 1970. A classic. Corten steel. Aluminum masts. New Interior, Yanmar diesel, freezer, hydraulic anchor winch, 1984. Handy ng. Comfortable motion. \$85,000. Dick Johnson, 3419 Harborview, Glg Harbor, WA 98335. Call (206) 851-7244.

42-FT CATALINA, 1989 as new. Radar, Loran, refrig., etc. \$109,000. Call Jim (415) 574-3456. Coyote Point berth.

ALDEN 50-FT LOD, 60-FT LOA. Custom designed for ocean racing, now a comfortable fast ocean cruiser. Launched 1951, complete restoration 1985, professionally maintained since. Complete electronics, frig., freezer, 4 burner stove & oven, fresh & raw water pressure system, large head w/shower. "Satori" is a beautiful classic well known in the Westem Caribbean for her speed & beauty. She has been used in newspaper articles, as a post card & most recently in a tourist information book called, "Welcome to Guatemala". "Satori" is located at Rio Dulce, Guatemala. Great place to start cruise from. Ready to go. \$57,000. Contact Alan Read Aboard s/v "Satori" c/o Marios Marina, P.O. Box 117 F, Guatemala City, Guatemala. Fax #324885.

VALIANT 40 PH, 1981, Alaska vet, new epoxy bottom, Furuno radar, Loran, Autohelm 7000, 3 VHF, SSB, Magellari, TV, propane stove, fridge, heaters, 650 Honda gen., stall shower, 3 berths, 3/8 Lexan storm windows, 5 anchors, electric windlass, Perkins 4.154, Avon & o/b, Barient self tailing winches, 3 headsails, rigged for single-handling, many extra parts/equipment, ready for offshore. Asking \$159,000. (713) 534-3304. Vessel in California.

1953 CUSTOM 43-FT LIVEABOARD single-handed racer cutter rig double-ender center cockpit, cold roll mahogany hull with fiberglass skin, foreward and aft cabin, storage. Rebuilt Perkins 104, septic system, VHF, CB, depth. \$20,000 or trade. (209) 885-3435.

LEGEND 40,1988. Relocation forces sale. Excellent cruiser/racer. Aft cabin with separate head and shower, V-berth with separate head and shower. Autohelm 4000, VHF, Loran, roller furling, AC/DC frig., CNG stove, dinghy, o/b motor. Professionally maintained. \$79,900. Call (415) 399-4075.

43-FT OD GAFF RIGGED ENGLISH CUTTER, 1989. Fife design. Meticulously constructed, utilizing finest quality materials, copper bottom, tanbark Dacron sails, Harken winches, etc. Interior awaits completion. Over \$200,000 invested, seeking reasonable cash offer. Must see to appreciate this remarkable vessel. (415) 236-6462.

STEPHENS 47-FT "PENGUIN". Double cabin classic yacht. Built Stockton 1929. Port Orford cedar hull. Cabin sides and rails varnished teak. Beautifully maintained. Sleeps 9. Gracious liveaboard. Twin Chrysler Majestic 6's. Stainless steel galley. Berthed Antioch. \$75,000. Call Michael Taper (707) 746-8145.

FREEPORT 41, FINAL OFFER \$65,000. Built in '76, \$50,000 of new gear in '86, new 70 hp diesel, 190 gal. fuel, 190 water, AP, life raft, radar, Loran, SatNav, 45# CQR w/300 ft. chain, electric windlass, AC/DC fridge, propane stove, hot water shower, 3.5 KW generator, (408) 252-7391.

43 FEET OF ULTIMATE CRUISING boat. 40,000 # displacement. Unusually fast. Stable, solid, seakindly, safe. All cruising gear & systems ready to go. Rare Hans Christian ketch with both performance keel & Mark II interior. Big sail inventory. 12 winches, custom cockpit, sailing skiff, unique fittings below, copper fireplace, velvet settees, marble table, extra stowage, brass lamps. 3 staterooms, beautiful galley, full size charttable. Diesel aux., 4 anchors, 400' chain, 800' nylon. Teak decks, 2 props, big list of extras. Top condition throughout. All safety gear. A classic. Asking \$138,500. Call (415) 331-0723 for full specs.

DAVIDSON 40-FT KNIGHTRIDER. Cold mold kauri wood. Winner 1990 Vic Maui race, but also excellent cruiser. Built 1983, exceptionally well equipped. 20+ sails, full electronics. \$70,000 b/o. (206)676-8939.

41-FT CHEOY LEE OFFSHORE KETCH. Equipped for world cruising. Surveyed at \$150,000 replacement value. Sell at \$75,000. (805) 658-7703.

CHEOY LEE 40-FT MIDCOCKPIT KETCH, 1977. Good condition, teak decks, Perkins 4 108, 375 hrs, large salon, 2 cabins/heads, teak interior, pressure H₂0, refngeration, 3 burner kerosene stove/oven. New upholstery, Force 10 heater, Signet instruments, dodger, much more. \$82,500. (916) 487-8501.

48-FT MAPLELEAF, 1974. 100 hp aux, 7.5kw gen; 3 headsails, 2 main, 1 cruising spinnaker. 2 staterooms, 2 heads, 1 w/shower. Lg freezer & refrigerator. Good liveaboard & sailing sloop. 350 gal. each fuel & H2O tanks. Asking \$99,000. Call 769-1932 in Alameda.

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SWAN 41, 1976 S/S DESIGN. Harken roller furling, headsail, Signet instruments, SSB, Loran, sailor RDF, VHF, Alpha 3000, AP w/ remote, CD, cassette, Alder Barbour refrigeration, h/c pressure water, double bunk aft stateroom, custom woodworking + various other modifications. (415)

SANTA CRUZ 40, 1985. Bill Lee ultralight. Updated over the past two years. New sails and interior. B&G electronics, Loran, ICOM, SSB, VHF. (415) 563-3753. \$86,500.

DEL REY 50, 1986, 45-FT. Factory made fiber-glass hull & deck. 12,500 lbs. lead ballast, inexpensive storage/working area. 3-53 diesel w/2:1 reduction gear. Diesel stove, WC, Head, Misc. \$13,500 firm. (415) 932-4339.

51 FEET & OVER

1987 TAYANA 55 CUTTER. Full electronics, water maker, extra fuel and water tanks. Rigged for single handing. Loaded and ready for extended cruising. \$290,000. Will take smaller boat or real estate in trade. (415) 886-9393.

63-FT CUSTOM KETCH. Recent survey. Owners may consider property exchange or financing purchase with suitable securities. (415) 292-6711.

56-FT STAYSAIL SCHOONER "REJOICE". 1931 classic built by Kneass & Sons in San Francisco. Many upgrades and extras. A sound and seaworthy sailor. Needs some cosmetics. \$99,000. Call Dick Britton, 2011 Skyline Way, Anacortes, WA 982221, (206) 293-5134.

53-FT ROBERTS HULL including complete blue prints. \$6,500. (209) 357-1956.

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1939 NUNES BIG BEAR SLOOP. 28'6" - the cruising Bear. Continuously upgraded & rebuilt by 10-year owners. Master Mariner winner. Standing headroom, inboard, well-equipped, VHF, DS, stereo. \$7,500 or trade w/\$ for larger wood boat.

33-FT RHODES WINDWARD SLOOP. Professlonally built 1959. Spruce spars, Honduras mahogany trim, Alaskan cedar-planked, Monel fastened, oak frames, Genesro backbone, Monel tanks, new rigging, enclosed head. Many extras, full boat cover. Bristol condition. Same owner 23 yrs. \$22,500. (415) 246-9739.

32-FT ATKINS "ERIC", 1956. Marconi ketch, mahogany/oak, Yanmar '88, 9 bags, Autohelm 2000, Aries vane, propane stove, Force 10 heater, radar, ground tackle, etc. \$24,000. J.O.Call (415) 771-5613 (lv msg). S.A.S.E. 18715 Runnymead, Reseda, CA 91335 (info).

CLASSIC PHIL RHODES 34-FT windward sloop launched 1957, sailed to Hawaii 1961, raced around the state and many others. Good sea boat, good condition, 2 suites, sails, 5 berths, galley in Ala Wai. Suggest \$18,000 b/o (808) 949-8204.

MULTIHULLS

31-FT BROWN SEARUNNER, 1974. South Pacific vet, documented, A-frame, excell. construction, h/c shower, 18 hp Johnson elect. start, 7' fiber gl. dink. \$16,000. Must sell. All offers considered. (415) 492-9447 (eves).

THE ULTIMATE CRUISER/RACER, 31-FT Farrier F-9A Trimaran. Bigger, faster, better than F-27. 25% more sail, 6'2" headroom, sleeps 6, galley, head, legal trailer width, weight 3000 lbs. Epoxy/Cedar. Under construction, will finish to your specs. (916) 345-2932 (eves). Chico, CA.

35-FT PIVER TRIMARAN. Solid, professionally built. Been our 6-yr. (mobile) home. Must sell, moved inland. Asking \$27,500. But make me an offer. (619) 491-2154.

NEW 65-FT CAT CRUISE OR CHARTER built to USCG certification. Up to 65 pass day charter or term charter. Full galley, 4 double cabins, 2 crew cabins, 4 heads, wing mast, 2 140 hp Yanmar diesels, much more. (305) 527-1450.

31-FT SEARUNNER TRIMARAN. Launched '81, West system, cruised to Hawaii, documented, 7 sails, 9 winches, 9 hp o/b, Autohelm, VHF, porta boat w/sail, much more. \$15,000. (408) 736-1252.

50-FT TRIMARAN. Well made, steel cross-arms, very fast stable sailing, flush decks, 3 spinnakers, diesel, great liveaboard, Emeryville slip, TV, shower, phone, easy conversion to cruiser, set-up to single hand, draws 32 inches, \$79,000, Jesse (408) 688-3674; (408) 685-1106.

31-FT BROWN SEARUNNER Best of the best. 9.9 hp o/b, excellent condition, KM, solar, 1st class joinery, construction, materials, stained glass cabinet front, custom logo on mainsail, well-maintained. Ready to head south. Price reduced, \$14,500. Bob (415) 662-2314.

NORMAN CROSS TR. KETCH 36'5" x 21'. Airex. VW Pathfinder diesel. Arco solar, refer/freezer, watermaker. Recent haulout. Cruise ready in Hawaii. Asking \$65,000. Call Pete (800) 247-1484.

40-FT PIVER AATRIMARAN, professionally built, excellent condition, Isuzu 36 hp diesel, cruising electronics, h/c pressure water, shore power, 6 solar panels. Asla, Caribbean, Hawaii vet. Cruise on a limited budget. Just load groceries & go. \$39,500. Call Blair (415) 372-9092.

WHARRAM 40-FT CATAMARAN, cutter rigged, aluminum mast, over rigged, new 15 hp Mercury, good condition, many extras, fast & fun. \$20,000. Located on Monterey Bay, CA. (408) 761-9233, (408) 722-2964.

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HALFOWNERSHIP OF 26-FT WESTERLY CEN-TAUR. This English boat with twin keels draws just 3 feet. She is a tough, stable boat that just loves the Bay and is a natural for the Delta and river excursions. Volvo Penta inboard diesel engine. Excellent condition, lovingly maintained. Asking price \$6,000. Call Leslie at (415) 928-6456 or Wink (original and continuing owner) at (415) 472-5734.

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LASER HULL ONLY. Must be In good condition. Prefer light colored hull. Contact Brian (415) 986-3873 (days), (415) 548-3190 (eves). Interested in tralier as well, but not required.

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CRUISING GEAR WANTED: sextant, Power Survivor 35, 3.5 to 5 hp o/b, wind generator, solar panels, Autohelm or Navico 3000 or 4000. GPS or SatNav, SSB, ham rlg, windvane (wheel), etc. Call Steve (415) 989-6817.

BOAT OR HOUSEBOAT for liveaboard. Working professional female, may be interested in buying, but must try first. Am flexible. If this interests you, please call Tish Cunningham. Pager # (415) 809-

PATHFINDER 50 ENGINE wanted in any condi-tion. I am willing to remove engine from your boat, if necessary. Steve (415) 331-9822 (days), 331-5113 (eves).

10-18 HP MARINE DIESEL for a Balboa 27. Will consider new, used or rebuilt. Must be in good condition. No freeze damage. Call Colin (916)

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ENGINES FOR SALE Model 2003, Marine turbo dlesel englne with MS 2B reverse gear or V drive. Brand new \$5,500. Model 2002, 18 hp dlesel, 2 cylinder, 4 stroke, compact, fuel efficient marine diesel. Brand new \$3,800. Used Palmer gasoline engine, P-60. 4 cylinder. Good Atomic four replacement. Call (415) 658-3377.

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CREW WANTED. The Singles Sailing Association is a non-profit group of unmarried persons genuinely interested in sailing. Most of our members do not own boats. Instead we group charter on a share and share alike basis. Our association is well organized and has been actively sailing since 1984. We wish to attract persons genuinely interested in sailing on a regular basis. We are definitely not a freebee-boat-nde club. We want persons who love to sail and want to become better at it. Our home base is Olympic Circle, however we also have skippers sailing out of Honzons and Club Nautique. Our dues are \$49.00/year and daily charter fees range from \$30 to \$42 per sail. Interested, call Gail (415) 743-9908.

ADVENTUROUS, ATTRACTIVE, personable lady w/Mexico experience seeks congenial, respectable, tall NS skipper, 35-55, bound for tropical climes. An imaginative cook, I steer, trim, coastal navigate, scuba dive. Will also consider older couple or larger vessel needing crew. Judith (702) 831-9649.

THREE FEMALE CREW wanted for cruising Venezuela/Caribbean in 46-ft cutter. Healthy, non-smokers, with some sailing experience. Share expenses (\$800/mo) No drugs. For more information send Fax#. George Syvrud c/o 221 Carlos/Darling Drive. Alexandria, MN 56308. TWO MEN IN MID TWENTIES with sailing experience are looking for crew positions on good boats heading to South Pacific destinations. Wish to leave in early September. Please contact Adrian Kaufman 331-3043.

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ENTHUSIASTIC SWF, NS, no kids, looking for fun, easy-going skipper in Sea of Cortez who wants a best friend and sailing companion. I love honesty, the water, adventure, a great sense of humor, Baja, good books, good conversation, a full moon, teddy bears, and cookies. I can be aboard by late-October, and have no other commitments. I'm 45, healthy, 5'5', 130 lbs. and strawberry blond. Please write (w/photo) to Suzie, P.O. Box 10295, Marina Del Rey, CA 90295.

SEEKING FEMALE FIRST MATE. Sail and live aboard 51-ft. Beneteau yacht in the West Indies. Permanent commitment with right lady who desires appreciative, loving companion. Age is unimportant if you are the right lady. I am healthy and trim 58-yr-old civil engineer retiring in December. Let's sail together around here first and get acquainted. Please send phone number and photo to Glen Swanson, 2681 Tyler Way, West Sacramento, CA 95691.

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READY TO SAIL THE WORLD as of 11/1/91. NS attractive female w/some cruising and navigation experience wants to sail w/other experienced sailors. Capable crew person, not afraid of grease. Artist/designer, pleasant conversationalist, enjoyable shipmate wants to meet and greet new people and explore the world. Looking to crew on some sailing vessel ranging from 50-ft up to tall ship w/minimum of 4 crew and tropical climate. Call Mary (415) 283-7337

SWM, 29 seeking SWF for day and weekend sailing aboard 33-ft Hunter sloop. I am looking for a long term relationship with an unattached, emotionally mature, honest, non-smoking, non-promiscuous lady. Mike (707) 255-2770.

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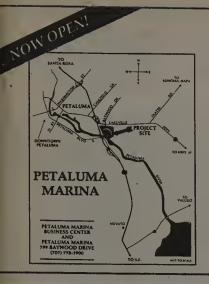
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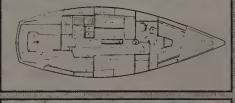
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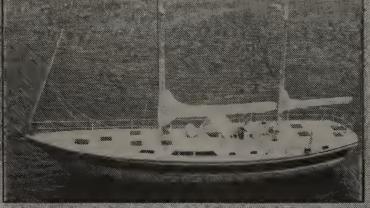


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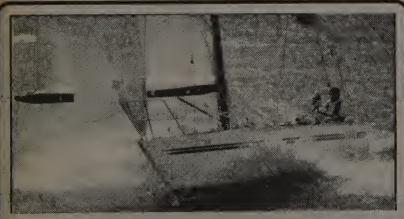




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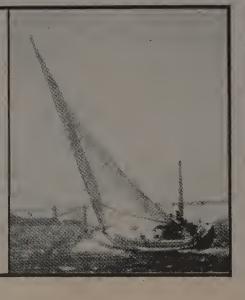
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43' GULFSTAR, 1977			
42' H/RASSY, 1982	\$185,000	POW	ER
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38' CATALINA, 1984	\$43,000	531	HATTERAS, 1970\$189,000
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36' C&C, 1986	\$53,000	50'	CUSTOM TRAWLER, 1967 \$150,000
35' SANTANA, 1980	\$52,000	42'	CARVER, 1987\$169,000
35' SPENCER, 1965	\$25,550	42'	GRAND BANKS, 1973\$135,000
35' MARINER, 1977		41'	HERSHINE, 1981\$85,000
35' CHEOY LEE, 1980	\$60,000	39'	CHRIS CRAFT, 1985\$ 69,500
35' J35, 1983	\$75,000	38'	CARVER, 1987\$185,000
34' PEARSON, 1984	\$55,000	34'	SEA RAY, 1986\$ 62,500
30' CATALINA, 1978	\$28,500	341	CHB, 1980\$ 55,000
30' RAWSON, 1962	\$18,500	32'	8AYLINER, 1982\$ 62,500
29' J29, 1984	\$29,000	32'	STAMUS SPORTFISH, 1979 \$45,000
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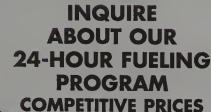


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